Appendices to
the Minutes of Evidence
taken before the Royal
Commission on the
Port of London,
1902

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APPENDICES

TO THE

MINUTES OF EVIDENCE

TAKEN BEFORE THE

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ROYAL COMMISSION ON THE PORT OF LONDON.

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ROYAL COMMISSION ON THE PORT OF LONDON.

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SEVENTEENTH DAY.

Documents handed in by Mr. C. J. C. Scott, Chairman of the London and India Docks Company.

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1	Copy of the Monthly Agreement between the London and India Docks Company and Shipowners as to appropriated berths	6,000	489
2	Copy of the Weekly Agreement between the London and India Docks Company and Shipowners as to appropriated berths	6,090	490.

EIGHTEENTH DAY.

Documents handed in by Mr. C. J. C. Scott, Chairman of the London and India Docks Company.

1	Accounts relating to Port of London Compensations	6070	491
2	Copy of the North American Bill of Lading as employed by the Atlantic Transport Company	6411	493

NINETEENTH DAY.

Document handed in by Mr. H. C. Baggallay, late Engineer to the London and India Docks Company.

1	Statement giving particulars of the docking and undocking in the several docks belonging to the London and India Docks Joint Committee, for the week ending the 14th January 1900	6703	496

Documents handed in by Mr. Thomas Hardy, Joint Manager of the London and India Docks Company.

2	Statement showing the actual time occupied in discharging some of the larger vessels frequenting the Tilbury and Albert and Victoria Docks of the London and India Docks Joint Committee during the Year 1900 and also the average number of tons of goods discharged per hour	6905	519
3	Statement showing the average number of days vessels entering the docks of the London and India Docks Joint Committee in one month (23rd July to 21st August 1900) remained in dock from first date of entering to finally quitting, showing separately the number of working days vessels were under discharge, waiting or loading	6905	520

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Documents handed in by Mr. J. G. Broodbank, Secretary of the London and India Docks Company.

1	Table showing number and tonnage of Steamers of 100 tons gross and upwards belonging to certain countries during the years 1886, 1893 and 1900	7017	521
2	Reports on the Ports of Antwerp, Hamburg, Cuxhaven, Bremerhafen Bremen, Amsterdam, Rotterdam, Havre and Dunkirk	7017	521
3	Comparative Table of Facilities and Accommodation at London and the Chief Continental Ports	7017	530

Documents handed in by Mr. John Trotter, Chairman of the Millwall Dock Company.

4	Revenue Account of the Millwall Dock Company for the year ending 31st December 1899	7037	534
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Document handed in by Mr. Thomas McKinnon Wood, Member of the Rivers Committee of the London County Council.

7	Report of the Rivers Committee of the London County Council on the administration of the Port of London	712	5 5

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Document handed in by Mr. R. Philipson, Secretary to the Thames Conservancy.

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1	List of the Cases relating to the improper navigation of Vessels on the River Thames below London Bridge reported to the Conservators during the years 1895 to 1900 inclusive	7560	539

Documents handed in by Mr. William Forrest Malcolm, late Chairman of the Surrey Commercial Dock Company.

2	List of Directors of the Surrey Commercial Dock Company	7576	541
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4	Statement showing times of attendance before and after high water, and number of Barges docked and undocked at the Surrey Lock of the Surrey Commercial Docks, in the months of August, September, and October, 1900		542
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Documents handed in by Sir Marcus Samuel, Chairman of the Special Committee of the Corporation of the City of London.

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Document handed in by Mr. Edward Pembroke, Senior Partner of Messrs. Galbraith, Pembroke and Company Shipowners, and Chairman of the Shaw, Savill, and Albion Shipping Company.

20	Statement giving a comparison as to Expenses and Time occupied by Steamers from Rangoon in London and Liverpool respectively	8331	654

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9	Statement showing the time limits up to which bonded goods may be delivered by cart from up-town wharves and warehouses to be sent to the Docks in London for Export	8702	673

Document handed in by Mr. Frederick Wingent, Managing-Director of Wingent & Kimmins, Ltd., Flour Millers.

10	Statement showing the detention to Barges belonging to Wingent and Kimmins, Ltd., sent to collect goods from vessels unloading in the London Docks during the months of July, August and September, 1900	8852	67

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Document handed in by Sir Homewood Crawford, Solicitor to the Corporation of the City of London.

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Document handed in by Mr. Harry Michael Isaacs, Managing-Director of the Firm of M. Isaacs & Sons, Ltd., Fruit Merchants.

2	Comparative Account of a Steamer, 391 tons net register, 14 ft. 6 in. draught, discharging 6,000 cases Oranges at the Ports of London and Liverpool - -	9475	677

Document handed in by Mr. George Rouse, Partner in the firm of R. J. Rouse & Company, Colonial Brokers.

3	Comparative Table of Official Port Charges on Coffee and Cotton at London, Hamburg, Bremen, Havre and Antwerp - - - - - - - - - -	9597	678

Documents handed in by Mr. A. Farquharson, Partner in the Firm of Farquharson, Brothers & Company, Timber Merchants.

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7	Table showing the charge for rent and the loss through shortage on certain cargoes of timber discharged in the Surrey Commercial Docks - - - - - - -	9695	681

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Document handed in by Mr. Frederick Stone Garratt, Member of the Firm of Robert Proctor & Sons, Corn Merchants.

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11	Table showing the Exports of Frozen Meat from New Zealand from 1882 to 1900	10571	703

Documents handed in by Mr. Benjamin Joseph Jacob, late Senior Partner in the Firm of B. Jacob and Sons, Lightermen and Steam Tug Owners, and Member of the Court of the Watermen's Company.

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13	Copy of Petition of Master Lightermen, Barge Owners and others against the Thames Watermen and Lightermen Bill of 1890	10646	705
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15	Copy of the accounts of the Company of Watermen and Lightermen of the River Thames from 1st July 1899, to 30th June 1900	10737	712
16	Copy of River Craft Policy of the Ocean Accident and Guarantee Corporation, Limited	10863	714

Documents handed in by Mr. R. W. Harper, Counsel for the Wharfingers' and Warehousekeepers' Association.

17	Copy of the Special Case Borrowman, Phillips & Company, *v.* Arthur Wilson, in the High Court of Justice, Queen's Bench Division	10863	716
18	Copy of the Judgment in the Case of Borrowman, Phillips & Company, *v.* Wilson, in the Royal Courts of Justice, 7th April 1891	10863	718

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Document handed in by Mr. C. J. Fielder, Member of the Firm of Fielder, Hickman and Company, Lightermen and Bargeowners.

1	Bye-laws of the Company of Watermen and Lightermen of the River Thames	10936	719

Documents handed in by Mr. George Henry Ardley, Member of the Amalgamated Society of Foremen Lightermen of the Thames and Foreman Lighterman to Messrs. Hinton and Horne, Coal Merchants.

2	Rules of the Amalgamated Society of Foremen Lightermen of the River Thames	11004	738
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4	List of Barge Owners on the River Thames who navigate under oars	11110	742

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5	Rules of the Amalgamated Society of Watermen, Lightermen and Watchmen of the River Thames	11132	743
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Document handed in by Mr. Claude Baggallay, K.C., Counsel for the Promoters of the Thames Lightermen's Bill, 1901.

9	Copy of a Policy of Insurance on Cargoes carried by Barges	11545	755

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ROYAL COMMISSION ON THE PORT OF LONDON.

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Wheat, charge for delivery to barge, account for SS. "Loango," 683.

Williams, S. and Sons, claims for damage caused by speed of steamers, 422.

Wines and spirits, transhipment trade of United Kingdom, 279.

Wingent and Kimmins, Limited, barges, detention, 674.

ROYAL COMMISSION ON THE PORT OF LONDON.

APPENDICES TO MINUTES OF EVIDENCE.

FIRST DAY.

1. TABLE of SUFFERANCE WHARVES and LEGAL QUAYS.

(Handed in by Mr. R. Philipson on the First Day. See Question 3.)

(*a.*) NORTH SIDE OF THE RIVER.

No.	Wharves.	Situation.	Proprietors.	Dock Companies or Firms.
1	Trig	Upper Thames Street	Sigmund Pollitzer F. J. C. Pollitzer. P. W. Pollitzer.	Beck & Pollitzer.
2	Broken	Ditto		General Iron Foundry Company, Limited; S. Rogers, Managing Director.
3	Lyons	Ditto		Robert Warner & Co., Limited; H. T. Moore, Thomas Wickham Jones, Directors.
4	Upper Brook's	Ditto		Robert Warner & Co., Limited; H. T. Moore, Thomas Wickham Jones, Directors.
5	Brook's	Ditto		Robert Warner & Co., Limited; H. T. Moore, Thomas Wickham Jones, Directors.
6	Abbey	Ditto		The Monastery Bonded Tea Warehouse Company, Limited; Jas. Beesley, Secretary.
7	Smith's	Ditto	W. M. Smith W. M. Smith, Junr. S. P Smith.	W. M. Smith & Sons.
8	Bull	Ditto	H. T. Moore T. Wickham Jones.	The Proprietors of Bull Wharf.
9	Red Lion and Three Cranes.	Ditto	Mark B. F. Major Lancelot B. Major. Charles F. Major	Major & Field.
10	Dowgate Dock and Warehouses.	Ditto	C. Poulter	C. Poulter,
11	Allhallows	Upper Thames Street	Boord and Son	Boord & Son.
12	Monument Bonded Warehouses, Dver's Hall Wharf.	Ditto	Monument Warehouse Company, Ltd.	Samuel Cochrane, Managing Director.
13	City Commercial	Ditto		City Commercial Wharf, Limited, T. C. Hunt, H. T. Kerr, Joint Managers.
14	Old Swan	Ditto	Frederick G. Knight John J. Morris.	Knight & Morris.
15	Fishmongers' Hall	Ditto	Edgar Wight John Knill.	John Knill & Co.
16	Fresh	Lower Thames Street	Edgar Wight John Knill.	John Knill & Co.
17	Cox's	Ditto	Edgar Wight John Knill.	John Knill & Co.
18	Hammond's	Ditto	Edgar Wight John Knill.	John Knill & Co.
19	Botolph & Nicholson's	Ditto		Nicholson's Wharves, Ltd., C. W. Parsons, Secretary.
20	Custom House and Wool Quays.	Ditto		The Netherlands Steamboat Co.
21	Brewer's Quay	Ditto	W. C. H. Hunt	Joseph Barber & Co.
22	Chester's Quay	Ditto	W. C. H. Hunt	Joseph Barber & Co.
23	Galley Quay	Ditto	W. C. H. Hunt	Joseph Barber & Co.
24	Irongate	St. Katharine Street.		General Steam Navigation Company.
25	St. Katharine Wharf	Ditto		General Steam Navigation Company.
26	Harrison's	Wapping	R. W. East A. J. East. E. T. East.	Page, Son & East.
27	South Devon	Lower East Smithfield.		South Devon Wharf Co., Limited; W. Gage Jacobs, Manager.
28	British and Foreign	Ditto		British and Foreign Wharf Co., Ltd., Jos. Weaver, Edwd. Webb, W. H. Warter, M. L. Webb, W. H. Warter, Jun., Directors.
29	Carron	Ditto		Carron Company.
30	London and Continental Steam.	Ditto		Carron Company.
31	Hermitage	Wapping		London & Edinburgh Shipping Company; J. C. Gregory, Agent.
32	Colonial and Granite	Ditto		Colonial Wharves, Limited; Major Banes, Managing Director.
33	Globe	Ditto	Albert Hernu Chas. Peron.	Hernu, Peron & Co., Limited.
34	Seaward's	Ditto		Seaward Bros., Limited; Samuel Seaward, Managing Director.

Appendix.

1st Day. No. 1—continued.

No.	Wharves.	Situation.	Proprietors.	Dock Companies or Firms.
35	Seaward's Lower Wharf	Wapping	- - - - -	Seaward Bros., Ltd.; Samuel Seaward, Managing Director.
36	Standard	Ditto	Albert Hernu Chas. Peron.	Hernu, Peron & Co., Ltd.
37	Watson's	Ditto	R. B. Pearse F. H. F. Evans.	Watson's Wharf, Ltd.
38	Black Eagle	Ditto	- - - - -	Truman, Hanbury, Buxton & Co.; E. J. Diggins, Manager.
39	Oliver's	Ditto	P. R. Buchanan	The Proprietors, Oliver's Wharf.
40	Gun	Ditto	H. A. Litchfield	H. A. Litchfield & Co.
41	St. John's	Ditto	Robert G. Hall	R. G. Hall & Co.
42	New Dundee	Ditto	- - - - -	Dundee, Perth and London Shipping Co., Jas. Mitchell, Agent.
43	Eagle	Ditto	Geo. Henry Hedges	George Hedges & Son.
44	Old Aberdeen	Ditto	A. S. Taylor H. J. Taylor.	Taylor Bros.
45	Sharp's	Ditto	F. G. Beresford W. H. Nesbitt. W. H. Hill. H. Barnet.	Beresford & Co.
46	Middleton's and St. Bride's.	Ditto	- - - - -	Butler's Wharf, Ltd., Managers.
47	New Crane	Ditto	Edward John Anderson. Edward Weber. Benjamin F. Smith.	Anderson, Weber & Smith.
48	Metropolitan	Ditto	Edward John Anderson Edward Weber. Benjamin F. Smith.	Anderson, Weber & Smith.
49	New Star	Ditto	T. L. Knight & Co.	T. L. Knight & Co.
50	Free Trade	Ratcliffe	- - - - -	Free Trade Wharf Co.; Jas. Greig & Thomas Jefferson, Managers.
51	Phœnix	Ditto	Phœnix Wharves Co.	T. L. Knight, Manager.
52	New Sun	Ditto	T. L. Knight & Co.	T. L. Knight & Co.
53	Vane's	Ditto	T. L. Knight & Co.	T. L. Knight & Co.
54	Victoria	Limehouse	John Schwartz. Wm. Henry Schwartz.	Schwartz Brothers.
55	Dukeshore	Ditto	W. Gibbs	W. Gibbs.
56	Dunbar's	Ditto	F. V. Smythe	F. V. Smythe & Co.
57	Aberdeen	Ditto	- - - - -	Aberdeen Steam Navigation Co.; G. Mutch, Agent.
58	Morton's	Millwall	C. & E. Morton	C. & E. Morton.
59	Millwall	Cubitt Town	- - - - -	James W. Cook & Co., Limited.
60	Railway	Poplar	- - - - -	North London Railway Co.
61	Brunswick	Blackwall	- - - - -	London and India Docks Joint Committee; H. J. Morgan, Sec.
62	Orchard	Ditto	- - - - -	James W. Cook & Co., Limited.
63	Burt's	In the Victoria Docks.	- - - - -	Burt, Boulton and Haywood, Limited.
64	Odams'	Adjoining Gibbs' Upper Wharf.	- - - - -	Odams' Manure and Chemical Company, Limited; Henry Clayden, Manager and Secretary.
65	Clyde	Adjoining Gibbs' Lower Wharf.	- - - - -	United Alkali Company.
66	Hall's	Adjoining Clyde Wharf.	- - - - -	Thos. Farmer & Co., Limited; T. Farmer Hall, Chairman.
67	Ohlendorff's Peruvian Guano Works.	Adjoining Plaistow Wharf.	- - - - -	Anglo-Continental (late Ohlendorff's) Guano Works; Hermann Voss Manager.
68	Prince Regent's	Silvertown	- - - - -	Burt, Boulton and Haywood, Limited.
69	Griffiths	Ditto	W. Griffiths	W. Griffiths.
70	River Wharf	Adjoining R. A. Dock entrance.	- - - - -	London and India Docks Joint Committee; H. J. Morgan, Secretary.
71	Caspian	Purfleet	- - - - -	The Tank Storage and Carriage Company, Limited; A. H. Hewett, Secretary.
72	America	Ditto	- - - - -	Anglo-American Oil Company, Limited; F. E. Bliss, Managing Director.
73	Thames Haven Petroleum Wharf.	Thames Haven	- - - - -	The London and Thames Haven Oil Wharves, 1898, Limited; Alfred C. Adams, Managing Director.

Appendix.

1st Day, No. 1—continued.

(*b.*) South Side of the River.

No.	Wharves.	Situation.	Proprietors.	Dock Companies or Firms.
1	South Eastern	Southwark	Frederick Baxter Francis Robert Hoare. F. A. Baxter.	Baxter & Hoare.
2	West Kent	Southwark Montague Close.	Sir W. H. Humphery, Bart., K.C.B. J. A. Humphery. P. A. Humphery. E. J. Humphery. R. B. Humphery.	Humphery & Co.
3	Hibernia (New)	Ditto	Ditto	Humphery & Co.
4	Hibernia (Old)	Ditto	Ditto	Humphery & Co.
5	Fenning's	Tooley Street	Ronald Macandrew Henry Cole.	Proprietors of Fenning's Wharf.
6	Sun	Ditto	W. J. R. Cotton S. H. Cotton. B. T. Bosanquet. H. Moxon.	Culverwell, Brooks & Co.
7	Topping's	Ditto	W. J. R. Cotton S. H. Cotton. B. T. Bosanquet. H. Moxon.	Culverwell, Brooks & Co.
8	Chamberlain's	Ditto		Chamberlain's Wharf, Limited; Edward Besley, Managing Director.
9	Cotton's and Depôt	Ditto	H. C. Smith J. A. Humphery. O. Magniac. Vivian H. Smith. John Humphery.	Proprietors of Hay's Wharf.
10	Hay's	Ditto	H. C. Smith J. A Humphery. O. Magniac. Vivian H. Smith. John Humphery.	Proprietors of Hay's Wharf.
11	Willson's	Ditto	Charles R. Gurney Hoare. S. M. Keith Douglas. H. V. Hart-Davis.	Hoare, Wilson & Co.
12	Gun and Shot and Griffin's.	Ditto		Gun and Shot and Griffin's Wharves Co., Limited; J. Graves, Managing Director.
13	Symons	Ditto	C. R. Gurney Hoare S. M. Keith-Douglas. H. V. Hart-Davis.	Hoare, Wilson & Co.
14	St. Olave's	Ditto	F. G. Beresford W. H. Nesbitt. W. H. Hill. H. Barnet.	Beresford & Co.
15	Pickle Herring	Ditto	Edward R. Hicks Charles F. Hicks. Francis C. Nash.	Hicks, Nash & Co.
16	Mark Brown's	Shad Thames	Charles F. Leach Ernest C. Leach.	Leach & Co.
17	Davis	Horselydown, Shad Thames.	Percy Brown Wentworth V. Brown. Augustus F. Elmslie. Augustus S. Elmslie.	Brown & Elmslie.
18	Butler'	Ditto		Butler's Wharf, Ltd.; H. Lafone, Managing Director.
19	Kitchin's Lowe	Ditto		Joseph Kitchin, Ltd.; Joseph Kitchin, Managing Director.
20	Dudin's	Ditto	F. Dudin J. Dudin	Jno. Dudin & Sons.
21	Scott's	Dockhead	Thos. Pink	E. & T. Pink.

Appendix.

1st Day, No. 1—continued.

No.	Wharves.	Situation.	Proprietors.	Dock Companies or Firms.
22	Powell's	Bermondsey	W. W. Burnett C. T. Burnett. W. H. Grose.	W. Grose & Co.
23	Lucas & Spencer's	Ditto	- - - - - -	Lucas & Spencer's Wharf, Ld.; E. Wilson, Albert Otley, Managing Directors.
24	Platform	Rotherhithe	Alfred Groom	Thos. Groves & Sons.
25	Fisher's	Ditto	- - - - - -	Fisher's Wharves and Granaries, Limited; W. Evetts, Managing Director.
26	Bellamy's	Ditto	- - - - - -	Bellamy's Wharf, Ld., W. C. B. Bellamy, Managing Director.
27	Grand Surrey	Ditto	C. J. Barry	C. Barry & Co.
28	Canada	Ditto	G. Green A. W. Saint. G. E. Green.	G. & H. Green.
29	Durrand's	Ditto	- - - - - -	Burt, Boulton & Haywood, Limited.
30	Barnard's	Ditto	John Thurston Gabriel Thos. Burton Gabriel.	Thomas Gabriel & Sons.
31	Foreign Cattle Market	Deptford	- - - - - -	City of London Corporation.
32	Granite	Greenwich	John M. Burt William R. Freeman. George Burt.	John Mowlem & Co.
33	Tuff's	Woolwich	- - - - - -	C. & C. Tuff, Ltd.; Charles Tuff, Chas. Tuff, jun., T. G. Gillett, Directors.

Appendix.
1st Day, No. 2.

2. List of Public Moorings in the River Thames provided by the Thames Conservancy available for the Loading and Discharge of Vessels.

(Handed in by Mr. R. Philipson on the First Day. See Question 6.)

Note.—The moorings which have no buoys are fitted with ground chains; the boatman who attends to the mooring of vessels provides the chains for mooring.

No.	Name of Mooring.	Depth of Water at Low Water Mark of ordinary Spring Tides.	Number of Vessels which each Tier can accommodate.	Number of Buoys (if any).
	North Side.	*Feet.*		
1	Tower Stairs Upper Steam Tier	12	2	—
2	Tower Stairs Lower Steam Tier	11	2	—
3	St. Katharine's Steam Tier	12	2	—
4	Alderman's Steam Tier	15	2	—
5	Hermitage Upper Steam Tier		2	—
6	Hermitage Lower Steam Tier		2	—
7	Union Stairs, Upper Steam Tier		2	—
8	Union Stairs Lower Steam Tier	14	2	—
9	Bell Wharf Tier	14	2	—
10	Stone Stairs Tier	14	2	1
11	Ratcliff Cross Tier	13	2	1
12	West India Dock Tier	18	2	2
13	Cubitt Town Tier	17	2	2
14	Folly House Petroleum Tier	22	1	2
15	Tier off Messrs. Jarrow's	14	2	2
16	Plaistow Upper Coaster Tier	12	4	1
17	Plaistow Lower Coaster Tier	13	4	2
18	Silvertown Coaster Tier	16	2	2
19	North Woolwich Tier	16	2	2
20	Beckton Steam Collier Tier	19	2	2
21	Rainham Petroleum Tier	25	1	2
	South Side.			
1	Battle Bridge Upper Steam Tier	12	2	—
2	Battle Bridge Lower Steam Tier	13	2	—
3	George's Stairs Upper Steam Tier	15	2	2
4	George's Stairs Lower Steam Tier	15	2	2
5	Mill Stairs Steam Tier	15	2	—
6	East Lane Upper Steam Tier	16	2	—
7	East Lane Lower Steam Tier	14	2	—
8	Fountain Hole Steam Tier	14	2	—
9	Platform Tier	12	2	—
10	Prince's Stairs Upper Tier	14	4	—
11	Prince's Stairs Middle Tier	13	4	—
	Carried forward		70	

Appendix.

1st Day, No. 2—continued.

2. LIST of Public Moorings in the River Thames, &c.—*continued.*

No.	Name of Mooring.	Depth of Water at Low Water Mark of Ordinary Spring Tides.	Number of Vessels which each Tier can accommodate.	Number of Buoys (if any)
	Brought forward - - -		70	—
	SOUTH SIDE—*continued.*	*Feet.*		
12	Prince's Stairs Lower Tier - - - - - -	13	8	-
13	Church Hole Tier - - - - - - - -	14	2	—
14	Hanover Hole Tier - - - - - - - -	17	2	—
15	Mill Hole Tier - - - - - - - - -	16	2	—
16	Surrey Canal Tier - - - - - - - -	16	2	2
17	Deadman's or South Coast Upper Tier - - -	17	2	
18	Deadman's or South Coast Lower Tier - - -	17	2	2
19	Deptford Lower Tier - - - - - - -	18	2	2
20	Deptford Creek Upper Tier - - - - - -	20	2	2
21	Deptford Creek Lower Tier - - - - -	20	2	2
22	Greenwich Petroleum Tier - - - - - -	26	1	2
23	Charlton Upper Steam Collier Tier - - -	23	2	2
24	Charlton Lower Steam Collier Tier - - -	22	2	
25	Galleons Upper Steam Collier Tier - - -	20	2	2
26	Galleons Lower Steam Collier Tier - - -	17	2	2
27	Half-way Reach Steam Collier Tier - - -	19	2	2
28	Erith Upper Tier - - - - - - - -	26	2	2
29	Greenhithe Cement Ship Road - - - - -	30	2	1
30	Northfleet Cement Ship Road - - - - -	40	1	1
31	Higham Red Powder Buoy, No. 1 - - - -	26	1	1
32	Higham Red Powder Buoy, No. 2 - - - -	26	1	1
33	Higham Red Powder Buoy, No. 3 - - - -	26	1	1
34	Powder Buoy off Powder Notice Board, Higham Bight - - - - - - - - - -	22	1	1
	TOTAL - - - -		116	

In addition to the above there are 62 barge roads, 28 on the north side and 34 on the south side.

Yours obediently,

(Signed) L. BOWEN, H.M.

R. PHILIPSON, Esq., Secretary, T.C.

3. TABLE showing the NUMBER and REGISTERED TONNAGE of VESSELS LOADING and UNLOADING at THAMES CONSERVANCY MOORINGS during the THREE MONTHS from 1st AUGUST to 31st OCTOBER 1900.

(Handed in by Mr. R. Philipson on the First Day. See Question 11.)

FOREIGN (Loading and Discharging).					COASTWISE (Loading and Discharging).				
Size of Vessels.	No.	Registered Tonnage.	Number of days at Moorings.	Average number of days at Moorings.	Size of Vessels.	No.	Registered Tonnage.	Number of days at Moorings.	Average number of days at Moorings.
Under 200 tons - -	67	10,374	218	3	Under 200 tons - -	147	16,347	619	6
201 to 300 „ - -	70	18,148	291	4	201 to 300 „ - -	35	8,398	119	3
301 to 400 „ - -	78	27,752	519	7	301 to 400 „ - -	25	9,173	67	3
401 to 500 „ - -	166	73,663	760	5	401 to 500 „ - -	23	10,095	62	3
Over 500 „ - -	267	291,167	1,197	4	Over 500 „ - -	75	47,641	230	3
TOTAL FOREIGN - -	648	421,104	2,985	4	TOTAL COASTWISE -	305	91,654	1,297	4
					„ FOREIGN - -	648	421,104	2,985	4
					TOTAL, FOREIGN and COASTWISE - - - - -	953	512,758	4,282	4

Appendix
1st Day, No. 4.

4. STATEMENT giving SITES where ADDITIONAL MOORINGS could be PROVIDED by the THAMES CONSERVANCY.

(Handed in by Mr. R. Philipson on the First Day. See Question 19.)

Harbour Master's Office,
Temple Pier, E.C.,
16th October, 1900.

Sir,

Referring to the question raised by the Royal Commission on the Port of London, as to whether the facilities for loading and unloading vessels by means of lighters in the stream could be extended, I beg to state that in my opinion there is space in

Barking Reach,
Halfway Reach,
Erith Reach,
Erith Rands,
Long Reach,
St. Clement's Reach,
Northfleet Hope,

where additional moorings might be laid down for ships without detriment to the navigation.

I think room might be found for the following :—

Barking Reach—South side.
2 tiers above and 2 tiers below the powder magazine "Thalia," with dredging.

Halfway Reach—North side.
At the lower end opposite Jenningtree Point, 3 tiers, with very little dredging.

Erith Reach—North side.
1 tier above the Petroleum tier.
2 tiers below the Petroleum tier. At present there is 20 feet of water at low water.

Erith Reach—South side.
2 tiers immediately below the London County Council's Hopper tier. At present 25 feet of water at low water.

Erith Rands.
3 tiers at the lower end on the south side.

Long Reach—North side.
1 tier just above the Petroleum jetties.
3 tiers between Australian Wharf and Tunnel Wharf.

Long Reach—South side.
5 tiers below the hospital ships, in a stretch of 5,000 feet, with sufficient depth of water for the largest ships.

St. Clement's Reach.
2 tiers, at the lower end on the north side.

Northfleet Hope—North side.
2 tiers just below the Shaftesbury training ship.

Northfleet Hope—South side.
1 tier above the Northfleet Cement ships' mooring.
1 tier below - ditto - ditto.

This takes you down to the Northfleet Lighthouse, below which place are the anchorage grounds.

The vessels would of course have to be moored head and stern.

I am, Sir,
Yours obediently,
(Signed) L. BOWEN, H. M.

R. Philipson, Esq.

5. Statement and Classification showing the Total Number of Foreign-going and Coastwise Vessels paying Tonnage Dues in the Port of London for the Years 1894–1900.

(Handed in by Mr. R. Philipson on the First Day. See Question 25.)

(a) Statement.

Year.	Foreign-going Vessels.			Coastwise Vessels.			Total, Foreign-going and Coastwise.
	In.	Out.	Total.	In.	Out.	Total.	
1894	9,521	5,509	15,030	15,648	10,474	26,122	Vessels 41,152
Tonnage	—	—	12,601,256	—	—	7,117,514	Tonnage 19,718,770
1895	9,366	5,410	14,764	15,720	10,047	25,789	Vessels 40,553
Tonnage	—	—	12,621,265	—	—	7,194,345	Tonnage 19,815,610
1896	10,078	5,850	15,928	16,942	10,711	27,653	Vessels 43,581
Tonnage	—	—	13,566,414	—	—	7,543,180	Tonnage 21,109,594
1897	10,011	5,950	15,961	16,898	10,692	27,590	Vessels 43,551
Tonnage	—	—	13,911,440	—	—	7,792,781	Tonnage 21,704,221
1898	10,396	6,092	16,488	16,186	10,669	26,855	Vessels 43,343
Tonnage	—	—	14,404,040	—	—	7,832,589	Tonnage 22,236,629
1899	10,158	5,992	16,150	17,747	12,202	29,949	Vessels 46,099
Tonnage	—	—	14,297,300	—	—	7,979,874	Tonnage 22,277,174
							Tonnage Dues, £. 55,729 = 6*d.* per Register ton.
		Increase, 1899 over 1894	1,120 vessels = 7½%			3,827 vessels = 14¾ %	4,947 vessels = 12 %.
			1,696,044 tons = 13½ %			862,360 tons = 12 %	2,558,404 tons = 13 %.

(*b*) Classification.

VESSELS. (Net Register.)	1894.				1895.				1896.				1897.				1898.				1899.			
	Vessels.		Tonnage.		Vessels.		Tonnage.		Vessels.		Tonnage.		Vessels.		Tonnage.		Vessels.		Tonnage.		Vessels.		Tonnage.	
	No.	Per-centage of Total.	Registered.	Per-centage of Total.	No.	Per-centage of Total.	Registered.	Per-centage of Total.	No.	Per-centage of Total.	Registered.	Per. centage of Total.	No.	Per-centage of Total.	Registered.	Per-centage of Total.	No.	Per-centage of Total.	Registered.	Per centage of Total.	No.	Per-centage of Total.	Registered.	Per-centage of Total.
FOREIGN.																								
Under 500 tons	7,659	18·61		11·83	7,456	18·34	2,232,515	11·27	8,228	18·88	2,404,320	11·39	8,218	18·87	2,428,933	11·19	8,352	19·29	2,411,877	10·85	8,253	17·90	2,394,434	10·75
501 to 1,000 ,,	3,605	8·76		13·18	3,308	8·16	2,382,064	12·03	3,501	8·03	2,495,576	11·82	3,466	7·96	2,450,292	11·29	3,927	9·06	2,771,308	12·47	3,770	8·18	2,633,380	11·82
1,001 to 1,500 ,,	1,338	3·25		8·76	1,407	3·46	1,766,827	8·87	1,422	3·27	1,789,239	8·47	1,419	3·26	1,798,996	8·29	1,292	2·98	1,635,302	7·36	1,279	2·78	1,625,469	7·30
1,501 to 2,000 ,,	930	2·26	12,601,256	9·12	1,039	2·56	1,891,398	9·55	1,026	2·35	1,889,617	8·99	1,061	2·44	1,957,555	9·02	1,006	2·32	1,849,900	8·32	945	2·03	1,734,422	7·79
2,001 to 2,500 ,,	646	1·57		7·52	654	1·62	1,519,098	7·67	678	1·56	1,574,417	7·45	660	1·51	1,550,289	7·14	681	1·57	1,593,277	7·13	598	1·30	1,400,723	6·29
2,501 to 3,000 ,,	453	1·10		7·06	480	1·19	1,324,088	6·69	529	1·21	1,465,830	6·94	468	1·07	1,289,760	5·95	450	1·03	1,236,738	5·57	463	1·00	1,288,463	5·79
Over 3,000 ,,	399	·97		6·43	420	1·04	1,505,275	7·60	544	1·25	1,947,415	9·22	669	1·54	2,435,615	11·22	780	1·79	2,905,638	13·07	842	1·83	3,220,409	14·46
TOTAL FOREIGN	15,030	36·52	12,601,256	63·90	14,764	36·37	12,621,265	63·68	15,928	36·55	13,566,414	64·28	15,961	36·65	13,911,440	64·10	16,488	38·04	14,404,040	64·77	16,150	35·02	14,297,300	64·20
COASTWISE.																								
Under 500 tons					19,762	48·76	3,085,072	15·56	21,448	49·22	3,278,623	15·53	20,947	48·10	3,137,467	14·45	20,023	46·19	2,956,666	13·30	22,945	49·77	2,951,899	13·25
501 to 1,000 ,,					5,784	14·27	3,661,009	18·47	5,950	13·65	3,800,216	18·01	6,311	14·50	4,076,396	18·80	6,429	14·83	4,176,315	18·78	6,491	14·10	4,225,396	18·97
1,001 to 1,500 ,,					98	·24	122,161	·61	108	·24	130,843	·61	173	·40	204,066	·92	224	·52	261,081	1·17	361	·78	418,052	1·87
1,501 to 2,000 ,,	26,122	63·48	7,117,514	36·10	58	·14	103,698	·57	49	·11	82,989	·39	52	·12	92,368	·43	47	·11	84,291	·38	37	·08	65,321	·29
2,001 to 2,500 ,,					43	·11	98,367	·49	47	·11	105,056	·49	41	·09	91,483	·42	48	·12	107,319	·49	41	·09	94,862	·42
2,501 to 3,000 ,,					36	·09	98,116	·49	39	·09	105,379	·49	45	·10	122,159	·56	45	·10	121,495	·55	36	·08	96,459	·43
Over 3,000 ,,					8	·02	25,922	·13	12	·03	40,074	·20	21	·04	68,842	·32	39	·09	125,422	·56	38	·08	127,885	·57
TOTAL COASTWISE	26,122	63·48	7,117,514	36·10	25,789	63·63	7,194,345	36·32	27,653	63·45	7,543,180	35·72	27,590	63·35	7,792,781	35·90	26,855	61·96	7,832,589	35·23	29,949	64·98	7,979,874	35·80
GROSS TOTAL	41,152	100·00	19,718,770	100·00	40,553	100·00	19,815,610	100·00	43,581	·00	21,109,594	100·00	43,551	100·0	21,704,221	100·00	43,343	100·00	22,236,629	100·00	46,099	100·00	22,277,174	100·00

Appendix.
1st Day, No. 8.

6. STATEMENT showing the RECEIPTS and EXPENDITURE on REVENUE ACCOUNT of the THAMES CONSERVANCY for the SIX YEARS ending 1899.

(Handed in by Mr. R. Philipson on the First Day. See Question 41.)

RECEIPTS.

	1894.	1895.	1896.	1897.	1898.	1899.	Total.	Per Cent. of Total.
	£	£	£	£	£	£	£	
Tonnage Dues	48,861	49,342	52,837	54,436	55,818	55,729	317,023	61·9
Tolls:								
Barge traffic	8,014	7,649	8,863	9,106	9,888	9,759	53,279	10·7
Pleasure traffic	2,012	2,410	2,275	2,055	2,149	2,178	13,079	2·4
Water Companies	1,450	2,450	2,450	2,450	2,450	2,450	13,700	·7
Canal Companies	1,350	1,050	1,275	1,050	1,050	1,050	6,825	1·4
Pier Dues	4,386	3,879	6,159	5,526	5,759	5,101	30,810	5·6
Rents for Accommodations (These are the Net Amounts received by the Conservators for rents.)	6,928	7,727	7,778	8,714	8,906	9,894	49,947	10·9
Rents above Teddington (These are the Net Amounts received by the Conservators for rents.)	141	157	152	358	227	239	1,274	·2
Other Rents (These are the Net Amounts received by the Conservators for rents.)	480	437	432	443	684	429	2,905	·4
Maintenance of Moorings (These are the Net Amounts received by the Conservators for rents.)	34	32	32	32	36	36	202	—
Dredging Licenses (Net amount received)	965	788	1,087	1,177	1,570	1,728	7,315	1·9
Explosives Licenses	48	68	89	60	82	76	423	·1
Registration and other fees (apportionment ¼th):								
Houseboat	327	332	358	366	351	302	2,031	·3
Pleasure boat	169	87	90	151	100	100	697	·1
Launch	114	118	124	125	131	135	747	·1
Weir Permits, &c.	30	25	26	24	56	35	196	—
Dividends on Stocks (Reserve Income Account)	1,184	1,048	813	810	810	1,037	5,702	1·1
Penalties	236	190	112	82	365	357	1,342	·4
Craft Renewal and Insurance Fund	305	236	363	323	382	399	2,508	·4
Interest on Cash on loan	—	120	58	368	480	137	1,163	·1
Rent of Buildings:								
Victoria Embankment (Contribution by Upper Fund).	From 17 August 60	160	160	160	160	160	860	·2
	77,094	78,305	85,528	88,316	91,454	91,331		100·0
							512,028	

Appendix.

1st Day, No. 6 —continued.

6. STATEMENT of the Receipts and Expenditure of the Thames Conservancy—*continued.*

EXPENDITURE.

—	1894.	1895.	1896.	1897.	1898.	1899.*	TOTAL.	Per Cent of Total.*
	£	£	£	£	£	£	£	
Secretary and Staff (Apportionment ⅞ths)	4,651	3,716	3,903	4,250	4,472	4,199	25,191	4·8
Engineer " "	3,738	2,855	2,770	3,065	3,110	3,259	18,797	3·7
Office Expenses "	2,582	2,389	2,154	2,355	2,228	2,447	14,155	2·8
Office Furniture	—	247	—	—	—	—	247	—
Law Expenses, including Solicitor and Staff (Apportionment)	1,188	1,022	1,194	1,224	1,206	1,492	7,326	1·7
Lockkeeper's wages	1,045	1,199	1,295	1,312	1,372	1,378	7,601	1·6
Harbour Service	7,709	7,777	8,156	8,037	7,485	7,590	46,754	8·7
Inspection above London Bridge	930	933	1,027	1,040	1,117	1,093	6,140	1·3
Collection of Dues and Tolls	1,212	1,528	1,542	1,596	1,532	1,561	8,971	1·8
Mooring Service	Includes Wrecks. 8,834	8,449	6,389	5,165	4,574	7,089	40,500	8·2
Causeways, Foreshores, Beacons, and Tidal Observations.	850	1,078	851	843	1,040	575	5,237	7
Locks, Weirs, Towing-paths, and River-banks	5,272	5,445	5,213	6,574	5,439	4,545	32,488	5·2
Surveys	—	145	415	666	1,057	1,322	3,605	1·5
Interest on Bonds issued prior to 1857	3,315	2,496	—	—	—	—	5,811	—
Interest on "A" Debenture Stock	—	1,500	3,000	3,000	3,000	3,000	13,500	3·5
Purchase of Stock for Sinking Fund—£.100,000 "A" Debenture Stock.	—	1,198	1,026	1,026	1,026	1,026	5,302	1·2
Stamp duty on Transfers and Bank Charges	—	—	114	109	109	109	441	·1
Piers:								
Wages to Staff	4,574	3,775	3,649	3,726	3,971	3,868	23,563	4·5
Repairs and Renewals	4,198	2,367	4,091	3,268	3,526	3,188	20,638	3·7
Restorations	—	—	1,805	—	4,133	3,271	9,209	3·8
River Purification	852	2,165	2,169	2,215	2,252	2,358	12,011	2·7
Notice Boards	56	30	16	26	51	40	219	—
Life-saving Gear	19	7	4	1	2	9	42	—
Dredging below London Bridge	8,862	9,428	12,829	10,189	12,302	24,037	77,647	27·7
Do. London Bridge to Staines	1,695	1,298	1,388	1,078	1,324	1,088	7,871	1·3
Wreck Service	*See* Mooring Service, above.	627	214	94	1,166	508	2,609	·6
Allowance to the Conservators	2,400	2,400	2,400	2,400	2,400	2,400	14,400	2·8
Elections of Conservators	123	127	128	141	119	117	755	·1
Travelling Expenses (Views)	160	164	132	280	170	152	1,058	·2
Pensions and Gratuities	2,149	2,127	2,220	1,962	1,978	2,643	13,079	3·0
Parliamentary Expenses	9,289	387	582	270	496	486	11,510	·6
Bye-laws and Boatplates (apportionment)	210	134	363	437	173	106	1,423	1
Compensations, Audit and Guarantee Policy	364	308	271	291	155	159	1,548	·2
Richmond Footbridge, &c., Works	9,616	1,287	750	—	—	—	11,653	—
Expenses, Premises, 41, Trinity Square (see offices above).	—	85	51	26	—	—	162	—
Purchase of Stock, Sinking Fund, Offices	—	53	56	40	40	40	229	—
Lower Thames Navigation Commission	—	3,372	1,240	—	—	—	4,612	—
Purchase of Stock, Craft Insurance Fund	—	—	503	506	507	505	2,021	·6
Income Tax	82	—	35	135	421	743	1,416	·9
Steam Launches	—	—	—	283	229	300	762	·4
Total Revenue Account	85,975	72,113	78,945	67,580	74,182	86,703		100·0

Expenditure from Surplus:—				Total.	460,503
New Steam Hoppers	—	—	32,867		
Additional Dredging—Lower Hope and Gravesend Reach	—	—	2,892		
Shepperton Lock	—	—	5,204		
				40,963	
Transferred to Craft Insurance Fund—Moiety of Surplus, 1898	—	—	—	9,194	
Balance in Reserve Income Account:—					
Balance at 31st December 1899	—	43,886	—	—	
Consols £29,441 / Cash £10,390 — Balance 1st January 1894	39,831	—	—	—	
Add,—Profit on Sale and Purchase of Stock, 1899	2,687	42,518	—	1,368	
					51,525
				£.	512,028

SECOND DAY.

1. HISTORICAL STATEMENT as to the CAUSES which led to the INSTITUTION of DOCKS in the PORT of LONDON.

(Handed in by Mr. C. J. C. Scott on the Second Day. See Question 502.)

[NOTE.—References to the proceedings of the Parliamentary Committees of 1796 and 1799 will be given thus: "(p. 40 A)."]

The docks of this port were the outcome of the indescribable state of confusion into which the growing commerce of England had thrown the Port of London by the latter half of the 18th Century. So crowded and overburdened had the port become that trade and navigation were carried on under difficulties which must soon have diverted the bulk of its commerce to other ports. In the busiest seasons a ship could with difficulty make its way up or down the river by reason of the mass of vessels of all sorts and sizes which were attached in throngs to stations and moorings intended for the accommodation of less than half their number. Moreover (and perhaps this was the most crying evil of all) the extent of the quays and wharves on which goods were allowed to be deposited was wholly inadequate to their reception. The result of all this was that goods had to be discharged into lighters, in which they remained for weeks at a time before they could be delivered on to the quays, exposed to the attacks of the weather and the depredations of the river thieves who resorted to the port in large numbers, and drove a lucrative and well recognised trade in river plunder.

As early as the year 1674 the London merchants presented a petition to the Privy Council asking for redress of their grievances in respect of the mismanagement and insufficient accommodation of the "legal quays" on which alone (except for the sufferance wharves, the position of which will appear presently) might goods be legally landed. And yet in spite of the rapid growth of the trade of the port (which was given an immense impetus in 1685 by the revocation of the Edict of Nantes and the consequent influx of artisans and wealth from France) and of repeated efforts to obtain relief the vested interests of the wharf proprietors who consisted largely of City magnates were powerful enough to prevent the addition of a single foot of accommodation until the opening of the West India Dock in 1802 (p. 271 A).

In 1762 and 1765 commissions were issued for the purpose of assigning sites for new wharves on which goods could legally be landed (pp. 271, 390, and 393 A). But in both cases the Court decided against filing the return on a merely technical pretext. In 1795 a committee of the West India merchants reported in vain upon the absolute necessity of a West India dock, although £800,000 were raised in two days by way of capital for the enterprise.

In the year 1796 divers schemes for the erection of docks at various places in the port were submitted to Parliament and on the 13th of May in that year a Parliamentary Committee of the House of Commons "appointed to inquire into the best mode of providing sufficient accommodation for the increased trade and shipping of the Port of London" made their report. This report deals elaborately with the evidence submitted to the Committee on this subject, and contains an account in detail of the evils briefly referred to above which were now proposed to be met by the building of wet docks. The main questions which it considers and deals with are—

1. The increase in commerce and in the size and number of ships engaged therein (p. 267 A).

2. The difficulties of access to the port and the state of the river with reference to the passage of larger ships (p. 268 A); and

3. The state of the "legal quays" and the accommodation available for the reception and delivery of cargoes (p. 271 A).

(1) Between the years 1700 and 1770 the commerce of the port was nearly doubled, exports and imports bearing to each other about the same ratio. From 1770 to 1795 it again grew to double its former amount the exports during this interval increasing in a greater ratio. This was largely due to the increase in the number of coasting vessels which in the year 1792 was 9,287, and in the year 1795 reached 11,964 (p. 267 A) having nearly doubled in number since 1750 (p. 268 A).

With regard to the total number and size of the ships employed, whereas in 1702 the number was 1,335 of a total tonnage of 157,035 in 1794 the numbers reached 3,665 of a total tonnage of 620,845. When it is considered that at the beginning of that century (p. 348 A), and even earlier still (*v. sup.*), complaints were made of the want of space on the quays and wharves some idea may be gained of the overcrowding at the end of the century when the same extent of accommodation was devoted to the cargoes of four times the tonnage of ships.

This increase in number and tonnage of ships was of course attended by a corresponding increase in their draught and bulk. The foreign shipping indeed showed a general increase to double its former dimensions, the average tonnage of foreign trading vessels in the year 1794 being 194 tons as against 132 in 1751 and 96 in 1702, and that of coasting vessels 101 tons as against 80 in 1750 (p. 268 A). Great as was the increase from 1751 to 1794 it is to be observed that even at that time a ship of 500 tons is spoken of as a ship of very exceptional size, and that ships of 400 tons were hardly known except to the India trade; that nearly half the British ships were under 200 tons, although the colliers, 3,289 in number, averaged 228 tons, and that more than half the coasters were under 100 tons (p. 462 A).

The exemption originally granted as an emergency measure at the beginning of the century to lighters hoys and craft, which in 1796, half of them being coal or timber barges, showed an average tonnage of 32 tons (p. 502 A), has been suffered to continue to the present time, when the tonnage of lighters of no exceptional capacity has actually come to equal that of an average British ship of that time.

To this must be added the fact that originally this exemption was only granted as a compensating privilege to those who suffered from the dock monopolies and that those monopolies all ceased to exist between the years 1820 and 1830.

(2) With regard to the question of the access obtainable to the port and the state of the river the evidence before the Committee showed (p. 289 A) that there was only mooring space for from 1,700 to 1,800 vessels, including the coasting trade from Limehouse upwards, whereas 13,949 ships are said to have entered the port in one year, that in the "Upper Pool" which was the most desirable part of the river for the stationing of ships, owing to the vicinity of the quays and warehouses 775 was the utmost number of vessels allowed, and that these were moored in a space only adapted for about 545. The result was that vessels suffered great damage, and were even lost from being crowded on to the shallows, and from "sitting down upon their authors" (p. 269 A).

Appendix.

2nd Day, No 1 —continued

In the "Middle" and "Lower" pools the state of things was even worse. The evidence of the Surveyor for the Customs of Sloops (p. 289 A) shows that this was attributable to their great distance from the quays and warehouses, the dangers to which craft in which cargoes had to be carried were exposed, the length and difficulty of the intermediate navigation, the liability to plunderage, and the consequent hazard both to the merchant and the Revenue.

The variability of the different trade seasons led to the demands on the river accommodation being excessive at certain periods, especially during the summer months when timber ships and West India ships would come in in large numbers, no les than 122,000 hogsheads of sugar coming in between May and October in 1794 (p. 324 A). The river space was at such times crowded not only by the vessels themselves but by the moorings, by the masses of floating timber, which were allowed to be congregated round the timber ships for sale or delivery (p. 269 A), and the large number of lighters hoys and other craft which plied between the stations and the quays, and required a large space for their navigation. The aggregate number of active craft which were continually employed was estimated at about 3,500 (including some 1,180 colliers) and they formed an additional source of danger to the passage to the Upper Pool from Limehouse to the "Legal Quays" (p. 270 A).

Other dangers arose from the circuitous course round the Isle of Dogs which caused ships to be detained and lost (p. 334 A), and from the indiscriminate mooring and navigation without regard to the free passage of others, or to the size or draught of the vessels, or to the nature of their cargo. Neglect and bad practices in respect of ships when at their stations, added to the confusion, and were responsible for delay and loss.

To add to the evils thus facilitated the Revenue Officers notoriously connived at the plunderage and smuggling (p. 327 A) which went on unchecked under the euphemistic title of "perquisites." The several classes of thieves were known by special designations applied to the recognised branches of their work. Among these may be mentioned "River Pirates," "Night Plunderers," "Light Horsemen," "Heavy Horsemen," "Mudlarks," and other then familiar titles.

(3) The third great question with which the Committee principally dealt was the state of the "Legal Quays" and the accommodation of cargoes. As early as 1559 an Act was passed (1 Eliz. c. 11) enacting under very heavy penalties that all goods should be landed and shipped between sunrise and sunset, and that the landing and shipment was to take place at such open spots as might be authorised by Royal Commission. Twenty-two landing places were accordingly designated for this purpose.

Very soon, however, these proved altogether insufficient for the merchandise they were supposed to receive, and what are known as "Sufferance Wharves" sprang up as the result of private enterprise on which particular parcels of goods were permitted to be landed on the production of a special permit obtained from the Customs. The requirements of the coasting trade for which they were principally designed, caused the number of these wharves to increase with great rapidity.

The Fire of London in 1666 caused a readjustment of the legal quays to be necessary, and as newly constituted they had a frontage of 1,464 feet, 1,164 of which only were available for foreign goods (p. 271 A), and this frontage actually continued without increase until the beginning of this century, although other ports enjoyed three and four times the legal accommodation, and the sufferance wharves themselves had a total frontage of 3,676 (p. 274 fin. A). The exclusive privileges of the legal wharves, however, were retained in spite of the ever increasing trade of the port and of their own fixed extent, although in 1793, but not before, the Government were compelled to sanction the landing and storage of sugar (which alone was imported to an amount more than sufficient of itself to fill every foot of the legal quays) on the sufferance wharves.

After remarking on these facts the Committee proceed to deal with the evidence, which shows (pp. 291-323 A) that loaded lighters were constantly delayed there for want of room in which to discharge their cargoes, while others by running aground delayed those behind which were coming up, and thus caused a deficiency of lighters for river service. That only one-third of the work that ought to have been done was got through, and that this led to the exposure of the goods to pilfering and frauds on the Revenue, and to the compulsory resort to the sufferance wharves, which were distant and inconvenient, besides being more expensive (Cf. p. 274 A). The result was (pp. 300 et seq. A) confusion alike to commerce and revenue which was rendered complete by the indiscriminate use of the quays as an import and export market for spirits, oils, fruits, etc., and by the unpunctuality, holiday-making, and insufficient supply of the Revenue Officers.

The Committee, after considering the evidence placed before them and various schemes also presented to them (all of which with one rejected exception were plans for wet docks of various kinds), considered the report of the Commisioners of Customs, which was favourable to the construction of docks on account of the accelerated payment of duties into the Exchequer, and "of the expedition in the transaction of trade on which the economy, the credit, nay the very existence of British commerce must ultimately rest."

Various witnesses were heard as to despatch in delivery of cargoes, and the safety from fire and other accidents.

The private local and corporate interests affected by the proposed dock schemes were then gone into.

A report was also obtained from the Brethren of Trinity House, who finally reported that a proper dock, made as near to the City of London as possible, would be the means of rendering the most effectual benefit to the trade and shipping coming to the Port of London.

After setting out all this the Committee left the matter there.

Nothing came of these investigations until in 1799 a Select Committee was appointed "to consider the evidence taken on the Bills for Improvement of the Port of London" (p. 444 A).

The effect of their report in June of that year is to bear out the opinion of the previous Committee as to the indispensable necessity for the adoption of some plan for the accommodation of trade. Besides adducing the various arguments above referred to they consider also the advantages which several outports have obtained from the establishment of docks, and express their regret that "though the subject has been under consideration for several years" no remedy has yet been applied.

The two plans which they proceed to discuss are the Merchants Plan above referred to and the "City Plan" for the construction of Docks in the Isle of Dogs. Both of these are commended, the first from the contiguity of the proposed site to the centre of trade, its vicinity to the Custom House, and the convenience thereby afforded to the majority of vessels using the port, which would not be hampered by the depth of the river; and the second as being peculiarly adapted to the reception of larger ships, and especially therefore to the India trade, from the proposed site being lower down the river and affording an entry almost immediately from the sea. They therefore suggest the desirability of having docks in both places, that in the Isle of Dogs to be immediately proceeded with, so as to accommodate larger ships and relieve the pressure higher up the river, and on the ground of the comparatively small expense of time and money required for its construction (pp. 444-445 A).

The Committee finally express their opinion (p. 447 A) that it will be "necessary, at least at first, to require all West India ships to use the wet docks at the Isle of Dogs, but they are disinclined to the imposition of any general and permanent burthen on the trade of the port, especially as it might interfere with the execution of other plans for its further improvement. They therefore recommend such an alteration of the provisions for defraying the expense of the canal and other improvements proposed to be made by the City of London as shall admit of the speediest reduction or extinction of the general rates."

In making their report the Committee had under their consideration two reports of the Elder Brethren, three reports of the Commissioners of Customs, dated 1796, 1797, and 1798 respectively, and various other reports, all of which deal with the various evils above referred to. The Brethren briefly urge (p. 446 A) the desirability of docks both at Wapping and the Isle of Dogs, and that the latter should be first proceeded with. The Commissioners of Customs in their first report, after commenting somewhat unfavourably (p. 449 A) on the generality of the proposed extension of the legal quays to include quays and wharves to be built round the docks and basins (which extension was, however, carried out by all the Dock Acts) remark (p. 452 A) on the desirability of keeping the import and export trades separate, and of keeping the coasting trade clear of the legal quays. They advise the institution of harbour masters and of lighter masters to cope with the confusion prevalent both with regard to the distribution of business at the quays and the disposition of vessels, and remark on the evils consequent on so many lighters being open instead of decked. As secondary causes of the confusion, they note (p. 452 A fin.) the lack of warehouses which need to be extended for the proper protection of goods, the narrowness of the streets, and the want of regulation in the cart traffic.

Their second report (p. 452 A) comments on three proposals of a Mr. Dance, all of which after due consideration it rejects.

The third report of the Commissioners (p. 455 A) is unfavourable to the delivery of specified articles in a dock at the Isle of Dogs owing to its distance from the Revenue Office, and they again urge the danger of extending the legal quays all round the docks owing to the large number of officers which this would entail. The suggestion that the dock should be enclosed with high surrounding walls is commended however, and the addition of warehouses suggested, if the plan be adopted. If the West India trade be removed to a dock in the Isle of Dogs, they consider the legal quays sufficient to land all other imported goods.

The Collectors and Controllers Report (p. 457 A) is favourable to the construction of docks on both the proposed sites, that on the Isle of Dogs being both cheap and easy to construct, and that higher up the river being all important from its situation, despite the local interests that must suffer.

The second report of the Select Committee was made shortly after the first on the 11th of July, 1799, and dealt principally with the state of the river and of London Bridge, the trade and shipping of the Port of London from a statistical point of view (p. 462 A), and the warehousing system (p. 463 A).

The number of ships entering inwards from the years 1793 to 1798 was between 3,000 and 4,000 a year. The number of ships in the foreign trade entering inwards and clearing outwards in 1798 was:—British, 2,970: foreign, 3,291. App. A (502) gives a return of the tonnage of shipping inwards and outwards frequenting "the outports," from which it appears that in 1751 it was about a quarter of a million inwards and half a million outwards, and between 1790 and 1798 generally rather less than a million inwards, and about a million more or less outwards each year. Roughly (p. 463 A) imports are shown to have doubled, and exports to have trebled between the years 1780 and 1798.

The Committee then proceed to discuss the very important question of the faults of the warehousing system, and the advisability of extending the system for warehousing goods imported, either duty free, or upon bonding wholly or in part such duties as attach to different imports, and so give the port the advantages of a free port (p. 463 A). The Commissioners of Customs (p. 509 A) recommend that the system should be extended only to certain specified articles, which might be warehoused on payment of such part of the import duty payable upon them as would ultimately be retained by the Revenue in case of re-exportation, the merchant paying the residue of the duty if the article be taken out for home consumption. The Commissioners of Excise similarly recommend the granting of the privilege to warehouses detached and encompassed with walls, they suggest that bonds should be taken for payment of the duty within a limited time, unless the goods be previously exported, that the Excise should have a joint care with the Customs of the exportation, and that the amount of duty eventually to be paid be ascertained immediately on the bonding of the article. The system here advocated is recommended as tending to render the country a general depôt for the trade of other countries and to increase its capital and credit.

The Committee supplement these suggestions by recommending other articles to which the system might usefully be applied (p. 463 A).

In spite of the fact that the East India trade was always carried on on a system of its own, and that the proposed dock in the Isle of Dogs would absorb the West India trade, the Committee were of opinion (*ibid*) that additional docks and warehouses would nevertheless be necessary in view of the fact that the value of the imports in the year 1798 from countries other than India was over £7,000,000, and of the exports over £13,000,000.

Then follows (p. 464 A) a proposal that different stations should be allotted for ships from different parts of the world, so as to leave the channel of the river open to the coasting trade. Finally, full inquiries are advocated into the questions of police and navigation, the conduct of the mooring stations, and other minor points.

2. Statement as to Dock and Warehouse Legislation and Construction from 1799 down to the time of the Report of the Parliamentary Committee on Foreign Trade, 1823.

(*Handed in by Mr. C. J. C. Scott on the Second Day. See Question 502.*)

On the 12th July, 1799, the first Dock Act 39 George III. c. 69 was passed "for rendering more commodius and better regulating the Port of London," and the West India Dock Company was thereby constituted with a capital of £500,000, with power to increase it to £600,000. The preamble to this Act recites that "great delays, accidents, damages, losses and extraordinary expenses" sustained "to the hindrance of commerce and the great injury of the public revenue," and that the object sought was that "West India produce might be effectually secured from loss by theft or other causes, and the public revenue greatly benefited."

The provisions of this Act (and of the Acts which followed it in quick succession for the construction of the London and East India Docks respectively) show very clearly the nature of the bargain made between the Government and the company, whose enterprise supplied London with the first great dock. The whole tenour of the Act goes to show that as between the company and the wharfingers and lightermen, the bargain of the Government was this: "If you (the Dock Company) will build these docks, wharves, warehouses, and quays, we (the Government) will guarantee the success of your enterprise to the extent of giving you a monopoly for a time of the West India trade and shipping, but though we will compensate the wharfingers and lightermen who will suffer by this, you must not charge them if they use your docks for fetching away such goods as they can still attract to their quays." It was not, in fact, considered fair to deprive the wharfingers and lightermen of a substantial portion of their business, and at the same time to charge them merely for fetching such goods as were still left to them to land and warehouse. Section 42 limits the dividend of the company to 10 per cent. per annum. Sections 56 and 57 of the Act empower the company to build wet docks, quays, and warehouses. Section 58 requires them to build a solid wall 30 feet high round their dock, and surround it with a ditch 12 feet wide, and 6 feet deep in water. By Section 78 the Lord Mayor is to appoint harbour masters, and by Section 80 the directors a dock master. By S. 84 the docks are to form part of the Port of London. By S. 160 their surplus moneys are to be strictly applied as directed by the Act, and the prescribed rates to be lowered as soon as their financial position will allow. In return for these obligations S. 86 directs that all quays so walled round shall become and be recognised as legal quays, and have all the privileges attaching to them, and S. 87 gives them a monopoly for 21 years only of the West India trade except (S. 88) tobacco. S. 137 empowers them "in consideration of the Great Charges and Expenses" incurred in carrying out their works to charge 6s. 8d. per ton on all

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vessels entering the docks (more than four times as much, it will be observed, as the maximum rate now chargeable by the docks, and more than six times the amount actually charged, and that, too, though labour was then far cheaper), and also to make a charge on all goods landed on their quays. By S. 87 the West India ships had to unload the whole of their cargoes in the docks. But by S. 138 all lighters, barges, etc., are exempted from all dues while *bonâ fide* engaged in discharging or receiving ballast or goods to or from ships in the dock. But the goods themselves were not mentioned in this Act as being free of charges, probably because the West India ships were compelled to land all their cargoes. By S. 135 ships of war or other royal vessels of less than 45 tons are exempted from all dues. Sections 116 to 121 deal with various compensations to be made in respect of the vested interests thus prejudiced, clauses 151, 152 providing for their advance by the Government out of the Consolidated Fund. £1,600,000 (Forrow's Thames and its Docks, p. 44) was thus advanced a signal proof of the strong recognition by the Government of the importance of these docks to the port, and of their determiantion to set the company on a firm basis for the benefit of the country at large.

The same Act also empowered the City Corporation to make a canal across the head of the Isle of Dogs, the property in which was to be vested in them. This canal was accordingly made, but it never proved successful, and, as will appear presently, was purchased in 1829 by the West India Dock Company for £120,000, and ultimately, in 1870, converted into the present South West India Dock (Forrow's Thames and its Docks, p. 46).

On February 3rd, 1800, the West India Import Dock was commenced. Almost immediately afterwards, on June 20th of the same year, an Act was passed, 39 and 40 Geo. III. c. 47, for the construction of the London Dock at Wapping, with provisions very similar to those of the West India Dock Act. Thus by S. 8 no dividends are to be paid except out of profits or in excess of 10 per cent., and the company is required to lower its rates after providing for such reserve, if any, as may be necessary. By S. 12 the capital may be increased to a sum of not exceeding £1,200,000. By S. 25 the company is empowered to make docks, which (S. 54) are to be completed in seven years, and (S. 27) to be surrounded with a solid wall of not less than 20 feet in height. S. 58 directs that all erections made under the Act are to be vested in the company and their successors. By S. 59, "In consideration of the great charges and expenses" incurred, the company is permitted to charge rates on ships and on goods landed within the docks, and S. 60 exempts lighters from dues as in the preceding Act. S. 67 gives the company a monopoly for 21 years, commencing from the completion of the docks of all ships laden with tobacco, rice (not from the Indies), wine, and brandy, which are bound under a penalty to unlade land and warehouse the whole of their cargoes in these docks, except (S. 68) those carrying cargoes of less than specified amounts, but S. 69 allows fruits to be unladen elsewhere. The Warehousing Act of 1803 extended their warehousing monopoly also to certain other specified articles. S. 72 repeals all statutory prohibitions against the entry of ships into wet docks. By S. 72 all quays constructed round the docks are to be subject to the rules and privileges applicable to legal quays. S. 78 provides for the appointment of a dock master by the directors. Further sections provide for the payment of compensation for tithes, rates, assessment, surplice fees, sewer rates, etc., and the depreciation in value of the quays, tenements, etc., which will suffer injury from the dock, and S. 142 saves all rights of the West India Dock Company from being prejudiced.

On June 26th, 1802, the Western Dock (London) was commenced.

On August 27th, 1802, the West India Import Dock was opened.

In the following year (1803) an Act was passed 43 Geo. III. c. 126 for the construction of docks at Blackwall for the accommodation of East India shipping, which as the preamble states, employed the largest vessels of any trade. The provisions of this (and the two supplementary Acts of 46 George III. c. 113 and 54 Geo. III. c. 228) are again very similar to those of the West India Docks Company's Act. Thus S. 5 prohibits a greater dividend than 10 per cent. after the construction of the wet docks, which by S. 41 the company is empowered to construct. S. 6 provides for a capital of £200,000), which may be increased to £300,000, and by S. 13 is directed to be applied as strictly laid down. S. 42 directs the building of a solid wall round the dock of not less than 20 feet in height, and S. 59 the appointment by the directors of a dock master. Under S. 62 the new docks are to be deemed to be part of the Port of London. By S. 63 all ships from the East Indies and China are bound under a penalty to unload in these docks for a period (S. 110) of 21 years from the charging of the first rate. SS. 81, 86, 87, etc. provide for compensations payable for loss of tithes, etc. By S. 91 "In consideration of the great charges and expenses" incurred, rates are allowed to be charged for the use of the dock, and for goods unloaded on to the quays and wharves. S. 92 exempts lighters from dues as in the preceding Acts. By S. 13 of the 46 Geo. III. c. 113 the quays walled round as above directed, are to be legal quays, and the Act also provides for the exclusion of all persons after closing hours, and the locking down of the hatches. By S. 9 of the 54 Geo. III. c. 228 power is given to build warehouses, by S. 10 the warehouses, quays, and wharves, are to be under the joint locks of the company and the Commissioners of Customs and Excise; by S. 11 goods imported may be discharged and delivered as at the legal quays, by S. 14 the company is to enter and bond goods after they have been in the docks seven days, by S. 17 goods on which dues have been paid, and which are not taken away on landing, are to be warehoused; by S. 33 officers are to be on board at the unloading of their vessels, and by S. 36 further rates are made payable in consideration of additional costs incurred.

It will thus be seen that the nature of the bargain between the Government and the Dock Companies is very similar in the case of each of the three first London and India Docks. A special monopoly is granted in each case for 21 years from the opening of the dock. The dividend is limited to 10 per cent. Statutory provisions for the protection of ships and goods are made by the construction of a high and solid wall, and by other precautions; officials are to be appointed to superintend the management of the docks, the capital is laid under strict rules, the quays are to be legal quays, warehouses are to be constructed, charges are authorised on ships and landed goods, and lighters *bonâ fide* employed in receiving or delivering cargoes overside are exempted from rates. It is essentially a scheme of which the provisions are interdependent for giving the dock system a favourable trial. It seems difficult to believe that a provision which was made for the protection and compensation of the wharves in return for the privileges extended to the docks would ever have been permitted to outlive the causes of its creation, had Parliament foreseen its far-reaching effects now that the whole system of the shipping trade has been revolutionised.

In the same year as the East India Dock Company was formed the Great Warehousing Act of 1803, 43 Geo. III., c. 132 was passed, by the first two sections of which the West India and London Dock Companies were permitted to secure certain goods in their warehouses without payment of duty. The provisions of this Act mark an important step in the history of the port. Previously to this period the duties on most imported goods had either to be paid at the moment of importation, or a bond with sufficient security for their future payment had to be given to the revenue officers, and the country was on this account to some extent prohibited from being an entrepot for goods of foreign consumption. Now, however, the quays and wharves of the various docks having been declared "legal quays" and adequate warehouses having been constructed in which tobacco, wine, silk goods, and other commodities, were allowed to be deposited under the custody of the Officers of Customs it had become obvious that facilities might be afforded both to importers and exporters by the introduction of this system of warehousing dutiable goods without first requiring payment of duty. The Act of 1803 therefore provided that certain imported goods could be so deposited in warehouses to which the Commissioners of Customs allowed the privilege, and further that goods intended for exportation might also be deposited in such warehouses and taken out for exportation free of dues. By this Act the application of the system was limited to the Port of London, and it was not in fact for many years extended by the Commissioners beyond the dock warehouses, but it was afterwards developed and applied by the Legislature to other ports and extended to the Port of London (*Vide* the Warehousing Act of 1832

and the Customs Consolidation Act, 1853, 16 and 17 Vict. c. 107). The immediate advantage of the system was, that property lying in the dock warehouses now became transferable merely by dock warrants, which soon acquired a high reputation as securities and mercantile transactions were thus greatly facilitated.

January 1st, 1805, saw the completion of the Western Dock (London Docks), which was 20 acres in extent, at a cost of £140,654 per acre (p. 47 Forrow's Thames and its Docks), and in the same year the West India import and export docks, as well as the City Corporation's Canal across the Isle of Dogs, were finished. In the following year, on August 4th, 1806, the East India Docks were opened. To give access to these docks by land the Commercial and East India Dock Roads were constructed at a cost of £120,000 (Forrow's Thames and its Docks, p. 50).

The value of this great dock enterprise was testified to by a House of Commons Committee in whose report of 1810 the following expression occurs: "Thus a work of great and general public benefit has been accomplished without any charge whatever on the public at large" and other similar testimony appears in the report.

Meanwhile the West India Dock Company was enjoying a period of great prosperity, and was paying its full dividend of 10 per cent. with regularity. In 1817 it was enabled in accordance with the provisions of its Act to lower its shipping rates, which were reduced from 6s. 8d. a ton to 5s. a ton, and a further reduction was made 5 years later (p. 12, B).

In 1820 the Hermitage Basin of the London Docks was opened.

Of the monopolies to which reference has been made the West India Dock monopoly was due to expire in 1823, the London Dock monopoly in 1826, and the East India Dock monopoly in 1827. A determined effort was made by the West India Dock Company to obtain a renewal of their privileges, but on the 3rd of June, 1823, a Select Committee appointed to report on the subject of foreign trade decided against them, as will be seen from the statement next following.

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3. Statement as to the Report made in 1823 by the Parliamentary Committee on Foreign Trade and Observations on that Report.

(Handed in by Mr. C. J. C. Scott on the Second Day. See Question 503.)

[Note.—The references to the pages of the report will be thus given: "(p. 3 B)."]

The report of this Committee shows clearly that free competition was the prevailing ground upon which that decision was based. It opens (p. 3 B) by referring to the conditions imposed upon the Company on its incorporation, among which the exemption clause is not mentioned at all, to the 21 years' monopoly, and to the further privilege of warehousing all West India produce conferred upon the Company as above mentioned by the Warehousing Act of 1803. The advantages to trade and revenue secured by the system of closed docks are confirmed by reference to the evidence, and are summed up as "facility to commerce security to the collection of revenue, and protection of merchants' interests." These advantages, however, the Committee think (p. 4) no longer depend on the discontinuance or prolongation of these monopolies. "The maintenance and encouragement of the Dock establishments are objects of equal interest to all parties concerned in the commerce of the country, but the principal question for the consideration of your Committee appeared to be whether the advantages confessedly resulting from them could be preserved to the public most effectually under a system of exclusive privilege . . . or one of competition operating freely amongst them" (p. 4 B). "The advantage to the public of open competition," "the generally recognised beneficial principle of competition" (p. 4 B), "could alone warrant a departure from the principle of open competition" (p. 7 B). "Your Committee is recommending the adoption of an open system of competition in preference to one founded on exclusive privileges" (p. 9 B, see also pp. 12, 14, etc.). These are a few of the expressions which occur in the report and give the keynote to the decision which it embodies. . . . In another passage of the report (p. 4 B) the following words occur: "The advantages of open competition . . . is not, however, to be adopted without limitation, nor is it to be presumed that various cases may not present themselves in which a departure from that principle may not be of such importance to the public interests as to be fully warranted by every consideration of prudence and expediency." This was the case in the original establishment of the docks, when it was necessary to hold out liberal compensation to those who invested their capital in a speculation, which, whatever advantage it might eventually promise to the adventurers, and the public, was in its commencement of doubtful success.

It is clear that on their original establishment the competition against which the docks had to be protected was the competition of the river and the riverside wharves, which latter were accordingly compensated to the extent of no less a sum than £1,600,000 and the history of the years during which the monopolies were in force shows that the result was, in fact, a partial paralysis of the riverside wharf business. So much so that a witness before the Committee states (p. 224 B) that he did not then (in 1823) own above one-third of the lighters that he formerly possessed, and that since the institution of the Docks he had sold for £20 lighters which had cost him £800 and £900 each. This supplies the obvious answer to the argument that Parliament would have repealed the exemption clauses in 1823 if it had thought fit. For the fact is that at that time the lighterage business was not offering any serious rivalry to the docks, who were largely protected by the legal quay and bonded warehouse system (as to which it must be remembered that Free Trade had not yet commenced to flourish), and the privileges conferred upon them by the Customs by reason of the greater security to goods which their warehouses at that time afforded. For some years after the expiry of their monopolies they did not in fact suffer to any great extent thereby; and the causes which brought the exemption clauses into prominence were the fruit of changes in the condition of things which date from a time subsequent to 1823.

This is, moreover, borne out by the very significant fact that throughout this report the free competition which is so repeatedly advocated is, competition between "the dock establishments" and no reference whatever is made to the exemption clauses. What the Committee desires to protect the public from is a monopoly enjoyed by each dock system of its own appropriated branch of trade. The idea of a competition between the docks, and the outside wharves and warehouses being beneficial to the public is apparently not even contemplated. Nor does it appear that either the wharfingers, lightermen, or warehousemen presented any petition in opposition to the West India Company's petition for a renewal of their exclusive privilege. It seems a justifiable inference to draw from these facts that at this time neither the Legislature nor the Dock Company nor even the lightermen themselves regarded the existence of the exemption clauses as an element that deserved to be taken into consideration at all in discussing the question of these monopolies.

Nay, more, even in the memorandum in Vol. "B," headed "Remarks, etc.," which precedes the report and evidence of 1823, and which was drawn up by the Dock Company itself in view of the appeal to Parliament to renew the West India monopoly, it is the competition of other dock establishments that is deprecated, while the exemption clauses are not even mentioned as likely to contribute to the evils which it was anticipated would result if the renewal of the monopoly were refused by Parliament. . . . Thus in the answer which is given to the "monopoly" argument (p. 23), the following words occur: "The compulsory clauses in the Acts, therefore, especially considering the restrictions imposed upon the Company by fixing a maximum of charge and profit, do not constitute a monopoly in the odious sense of the word." It

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is observable that here where the counter-balancing restrictions are introduced as an argument against removing the exclusive privileges no mention is made of the exemption clauses. Moreover, in the further discussion which ensues the question of the West India risk, from failure of crops, etc., together with their limited dividend and the strict provisions as to the application to repair, etc., of their surplus moneys are the grounds on which the protest against the removal of their monopoly is based.

The retention of these clauses, then, at this time was, it is contended, due only to their comparative insignificance.

The evidence before the Committee in 1823 was accepted by them as conclusively showing that the accommodation of the West Indian trade in the West India Dock had been brought to a state of as great perfection as was humanly possible (pp. 12-54 B). In the intersts of free competition, however, they refused to renew their monopoly on the ground that the other docks and warehouses, though by no means so admirably adapted for this particular trade, were nevertheless sufficiently well appointed and managed to accommodate with safety so much of it as might in the course of business find its way to them, and that they did not therefore consider themselves justified in further extending the privilege.

Towards the close of their report (p. 14 B) the Committee, after commenting on the fact that the East India Dock Company, though not entitled under their Act to the same exclusive privileges in respect of warehousing as the West India Company, did in fact enjoy the same privilege owing to the exercise by the Commissioners of Customs in favour of that company of the discretion vested in them with regard to their approval of particular warehouses for particular goods, proceed to recommend a more liberal extension of these privileges. They express the opinion "that great advantage would arise to the public, and the benefit of a free competition amongst docks in the Port of London be in a great degree established, if the Treasury should . . . allow particular articles to be landed and bonded wherever a sufficient security could be afforded to the Revenue and to the property of the merchant, and the Commissioners of Customs should, it is suggested, be ordered to make inquiries and carry out this extension.

The extension of the "Bonded Warehouse" privilege to other warehouses affording adequate security to goods thus recommended was before long carried out more and more until this great branch of business, which the docks had hitherto enjoyed almost without a rival, was thrown open to an enormous extent, to the very serious detriment of the docks.

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4. Statement as to Legislation Directly and Indirectly Affecting the Docks and Warehouses now controlled by the London and India Docks Joint Committee since 1823, and as to the Works constructed during that period.

(Handed in by Mr. C. J. C. Scott on the Second Day. See Question 503).

The loss of the West India Monopoly in 1823 led to the addition of the St. Katharine Dock to the then existing docks of the port. The St. Katharine Dock scheme was at first supported by the London Dock Company, but upon Parliament's refusal to renew the West India monopoly (a refusal which naturally marked the approaching loss of its own similar privilege) the London Dock Company became active opponents of the scheme (Capper's Port and Trade of London, pp. 155-156). The St. Katharine Dock Act (6 Geo. IV. c. cv.) was, however, passed in 1825 by S. 87 of which a wall of not less than 15 feet in height was to be built round the dock; by SS. 93 and 94 the quays were to be legal quays, while S. 116 conferred the same exemption on lighters as is contained in the previous Dock Acts, together also with an exemption in favour of the goods carried by the lighters. The dock was commenced in 1827 and completed on October 25th, 1828, at the enormous cost, it is believed, of £113,000 per acre (or according to Mr. Forrow in his book, the Thames and its Docks, p. 52, at £195,640 per acre), and the first free dock in London was thus opened. In the same year the London Company opened its Eastern and Tobacco Docks.

From 1828 till 1850 there was a lull in dock enterprise, though various important Acts were passed and changes made. In 1829 the West India Dock Company purchased the City Corporation's Canal across the Isle of Dogs for £120,000, which was used as a timber pond for the accommodation of an important trade until in 1870 it was converted into the present South-West India Dock. In 1828 the East India Dock Company was formally reconstituted by an Act of Parliament (9 Geo. IV. c. 95) repealing the previous Acts affecting the Company, in which (S. 125) the exemption clause was inserted. This Act is instructive as throwing further light on the meaning attributed by Parliament to the clauses providing for the several docks being part of the Port of London. For by S. 2 it is provided that "all and singular the docks, basons, wharfs, quays, warehouses, etc., and all real and personal property purchased by or on behalf of or for the purposes of the East India Dock Company, together with all powers, etc., shall be absolutely vested in the East India Dock Company to hold to them their sucessors and assigns, etc.," while Section 127 provides that the docks shall "to all intents and purposes except as herein directed be deemed and held to be parts of the Port of London." By S. 118 the Company is empowered to charge rates on ships up to 10s. a ton, a significant amount compared with the present maximum charge of 1s. 6d. by S. 106 the Company is empowered to supply and keep supplied its docks with water from the River Thames.

In 1831 the West India Company was reconstituted by the similar Act of 1 & 2 W. IV. c. 52, containing provisions corresponding to those of the East India Company's Act already noticed, and by S. 83 of the Act the exemption clause was retained. In 1836 the St. Katharine Dock Company was also reconstituted (6 & 7 W. IV. c. 31) and the provisions of the previous Act embodied in the new Act. And in 1838 (1 Vic. c. 39) the East and West India Dock Company was incorporated by vesting the property of the East India Company in the West and changing the name of the latter.

In 1832 a Warehousing Act (3 & 4 W. IV. c. 57) of importance was passed, which by conferring a wide discretion on the Commissioners of Customs almost wholly swept away the restrictions affecting legal quays, with the necessary result of increased competition with the docks in respect of the wharfage and warehousing business.

A very large increase in the area of competition was also steadily brought about by the Free Trade policy of successive Governments, owing to which the number of dutiable goods and the consequent need of bonded stores have become continually diminished, with the result that warehouses can now be set up without restriction all over London to compete for all but the few dutiable goods still left. Thus whereas in 1842 the number of dutiable goods was 1,200, in 1845 (by 8 & 9 Vic. c. 12) no less than 450 were struck out the list, and since then the number has still further diminished until at the present time it is only 15. With regard to these 15 the dock warehouses are only among the many which now have the privilege of warehousing dutiable goods.

On July 15th, 1850, the Victoria Dock Act was passed, and a spacious new Dock of 90 acres was shortly afterwards constructed on the marshy ground to the N.E. of the Isle of Dogs at a cost of (it is said) little more than £5,000 an acre, the comparatively small cost being due to the fact that it was little more than a pond, without the expensive walls and warehouses which characterised the earlier docks. This dock was the outcome of the great increase in the commerce of the port, and was principally designed to attract the collier trade, which was a great impediment to the navigation of the river. It was not, however, very successful in this respect, and it was finally in 1864 purchased by the London and St. Katharine Dock Company under the provisions of the Act by which this amalgamated company was formed.

In 1853 came the important Customs Consolidation Act by which the system of bonded warehouses was extended with yet greater freedom, and power granted to the Commissioners (13 A) to appoint station and sufferance wharves, and further encouragement was thereby given to the rivals of the docks.

In 1864 the London and St. Katharine Dock Companies were amalgamated by their fusion into one company, incorporated by the London and St. Katharine Docks Act of that year (27 & 28 Vic. c. 178), which at that time provided (Sec. 58) for the purchase by the company of the Victoria dock. Section 136 of the Act conferred the same privilege of exemption on lighters and goods as the previous Dock Acts. The London and St. Katharine Dock Act, 1875, authorised the construction of their Royal Albert Dock, the cost of which proved to be £2,300,000, and further powers were conferred upon the company by later Acts of 1878, 1882, and 1884, including authority to mainitain a railway to Galleon's Reach.

In 1882 came the East and West India Dock Company's Extension Act authorising the construction of the Tilbury Dock and other works, and by Sec. 26, extending the exemption above mentioned to the new dock when constructed. The cost of this dock was originally estimated at £1,100,000. By the time it was completed no less than £2,800,000 had been spent upon it, and it needs hardly to be said that the outlay of this sum has been frequently condemned, as largely accounting for the diminution in dock profits of late years by those who desire to attribute that diminution to causes other than their own gratuitous enjoyment of the dock premises. An answer to this argument will be found below in Part IX.

The difficulties of obtaining a reasonable return on their capital necessarily made more acute by the addition of the Tilbury Dock to the system of docks resulted in a very keen struggle for trade and shipping custom between the London and India Docks, in which the rates were gradually lowered to starvation point, as each company alternately endeavoured to attract the shipping from one set of docks to the other. At length, however, the two companies came to terms, and a Working Union was negotiated and sanctioned by Parliament on the terms expressed in the Act passed in the year 1888, which Act as slightly amended by the Act 55 & 56 Vic. c. 131 is still in force, though an unopposed Bill for actual amalgamation of the two companies is at the present time before Parliament.

In 1892 the East and West India Company obtained an Act enabling them to raise and apply capital in extinguishing or meeting certain of their liabilities, and to amend the scheme of arrangement between the company and their creditors, which was enrolled on March 1st, 1890.

And in 1897 and 1898 the East and West India Company filed other schemes, under which their existing powers of raising capital were cancelled except to the extent of £500,000, and various conversions took place.

The chief works that have been carried out by the Joint Committee since 1888 have been the making of a new Blackwall entrance to the West India Dock at a cost of over £200,000; the erection of a large cold storage depôt at West Smithfield, and at the Victoria Dock, and the purchase of the property known as the Victoria Graving Dock on the south side of the Royal Victoria Dock, the greater part of which has been let on building lease to the London Grain Elevator Company, the Joint Committee making a loan to the Company towards the cost of the elevators, such loan being repaid by increased annual rents till paid off.

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5. Statement as to the Statutory Powers of the London and India Docks Joint Committee as regards Levying Rates on Vessels and Goods respectively.

(Handed in by Mr. C. J. C. Scott on the Second Day. See Question 512).

I.—As to Vessels.

The various rates which can be charged by the Joint Committee on vessels may be divided into three heads—

(1) Tonnage Rates on Shipping.

(2) Dues on lighters (other than those exempted).

(3) Graving Dock charges.

(1) *Power to take tonnage rates on Vessels.*

This is now regulated for all the docks by S. 25 of East and West India Dock Companies Extension Act, 1882 (45 & 46 Vic. c. xc.) and S. 57 of Working Union Act, 1888.

> "The company may from time to time demand and take in respect of every vessel for entering their new dock lock or tidal basin, or for lying therein, or departing therefrom respectively exclusively of the charge for loading or unloading such reasonable rate rent or sum for every ton according to the registered tonnage of the vessel as the directors shall from time to time appoint, not exceeding the dock tonnage rates, rents, or sums specified in Part I. of the Schedule to this Act, and in respect of every steam or other vessel which shall not enter the new dock, lock, or tidal basin, but which shall either land or receive passengers or goods at or upon any pier or jetty constructed under the provisions of this Act such rate rent or sum as the directors shall think fit not exceeding half the dock tonnage, rates, rents, or sums specified in Part I. of the Schedule to this Act."

The Schedule referred to—

PART I.

Dock Tonnage Rates.	s.	d.	
Vessels entering to lie up for repair or fit their machinery -	1	0	per ton register.
Vessels entering to load or discharge cargo - - -	1	6	„ „ „
Vessels laden with petroleum or other earth oils or any cargo requiring special attention -	2	0	„ „ „
Rent to commence from date of entrance or at such time thereafter as may be from time to time fixed by the Company -	0	2	per week per ton register.

Section 57 of the Working Union Act, 1888 (51 & 52 Vic. cap. cxliii.).

> "The rates, rents, or sums to be demanded and taken by the Joint Committee in respect of vessels for entering into any of the docks, basins, cuts, or entrances of the London Company, and for lying therein and departing therefrom respectively shall not exceed the rates specified in Part I. of the Schedule to the East and West India Dock Company's Extension Act, 1882, and S. 25 of the last-mentioned Act shall extend and apply not only to and in the case of the docks authorised by that Act, but to and in respect of all the docks and basins of the East and West India Company."

The exemption of lighters and craft in certain cases from the above rates is contained in the following clauses:—

The exemption clauses of the Dock Acts are:—

For the London St. Katharine Victoria and Albert Docks - - - -	Sec. 136 of the London and St. Katharine Docks Act of 1864.
For the West India and East India Docks - -	Sec. 83, 1 & 2 Will. IV. Cap. 52.
For the Tilbury Dock -	Sec. 26 of the East and West India Dock Co.'s Extension Act, 1882.

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Sec. 136 of the London and St. Katharine Docks Act, 1864, which is here set out is typical of them all.

> Sec. 136. "All lighters and craft entering into the docks, basins, locks, or cuts to discharge or receive ballast or goods to or from on board of any ship or vessel lying therein shall be exempt from the payment of any rates so long as the lighter or craft is *bonâ fide* engaged in so discharging or receiving the ballast or goods, and also all the ballast or goods so discharged or received shall be exempt from any rate or charge whatever."

(2) The powers of levying dues on lighters when not falling within the exemption are contained in the following sections:—

> As to the London St. Katharine and Victoria Docks Sec. 133 of 1864 Act.
>
> As to the Royal Albert Dock Sec. 12 of 1875 Act.
>
> As to the East and West India Docks Sec. 76 of 1831 Act.

The effect of all these sections is the same, *i.e.*, that the tonnage rate which the company from time to time may demand and take in respect of any lighter, barge, or other like craft, shall not exceed the rate or sum which from time to time is charged in respect of vessels trading coastwise between the Port of London and any port or place in the United Kingdom.

The actual *limit* of dues for coastwise vessels does not differ from that on other vessels, though, in fact, much lower dues are charged on them as appears by the rate-books, so that legally the Joint Committee could charge lighters 1s. 6d. a ton if they made the same charge to coasters.

(3) Graving dock rates are governed by Sec. 137 of 1864 Act for London, St. Katharine and Victoria Docks, Sec. 13 of 1874 Act for the East and West India Docks, and Sec. 28 of 1882 Act for the Tilbury Docks.

These provisions are almost identical, and are to the effect that the companies may from time to time demand and take in respect of all vessels going into or using any of their graving docks such reasonable rates as the directors shall from time to time appoint.

II.—As to Charges on Goods.

The charges on goods are regulated as to the respective docks by the following provisions.

(1) As to the London St. Katharine, Victoria and Albert Docks.

London and St. Katharine Docks Act, 1864, Section 134.

> Section 134.—"The amalgamated company may take or receive for every article of goods, wares, or merchandise brought into or landed or deposited within or delivered or shipped from the docks and works such reasonable rates, rents, or sums as the amalgamated company from time to time appoint for and in respect of wharfage, unshipping, landing, relanding, piling, housing, weighing, coopering sampling, unpiling, unhousing, watching, shipping, loading and delivering of every such article, and of any work to be performed in respect of the goods and the amalgamated company shall from time to time make a table of the rates, rents, and sums, charged by them for and in respect of the wharfage, unshipping, landing, relanding, piling, housing, weighing, sampling, unpiling, unhousing, watching shipping, loading, and delivery of every such article, and the table shall be printed and open to inspection in the several offices of the amalgamated company, and copies be delivered free of expense to any persons having occasion for and reasonably requiring the same, provided that as regards import rates or export rates the amalgamated company shall not demand or take any rates exceeding the sums specified in the sixth Schedule to this Act annexed."

The Schedule referred to in the above Section contains a lengthy list of goods, and the following is the heading of the two parts of the Schedule:—

> "SIXTH SCHEDULE.
>
> "Part 1.
> "Import Rates.
>
> "Part 2.
> "Export Rates."

(2) As to the East and West India Docks.

West India Dock Act, 1831, Section 80.

> Section 80.—"And be it further enacted that the said company shall and may take or receive for every article of goods, wares, or merchandise which shall be brought into or landed or deposited within or delivered or shipped from the said dock premises such reasonable rates, rents, or sums as the said directors shall from time to time appoint for and in respect of wharfage, unshipping, landing, relanding, piling, housing, weighing, coopering, sampling, unpiling, unhousing, watching, shipping, loading and delivery of every such article and of other work to be performed in respect of such goods, and all such rates, rents, or sums shall be and are hereby vested in the said company to and for their own proper use and behoof for the purposes of this Act, and the said directors shall from time to time make, or cause to be made, a table of the rates, rents, and sums charged by the said company for and in respect of such wharfage, unshipping, landing, relanding, piling, housing, weighing, sampling, unpiling, unhousing, watching, shipping, loading, and delivering of every such article, and such table shall be printed and open to inspection in the several offices of the said company, and copies be delivered free of expense to any person or persons having occasion for and requiring the same."

It will be observed that there is no Schedule in the case of these docks.

(3) As to the Tilbury Dock.

East and West India Dock Extension Act, 1882, Section 27.

> Section 27.—"The company may take and receive for every animal and for every article of goods, wares, or merchandise which shall be brought into or landed or deposited within or delivered or shipped from any part of the said new docks and works, such reasonable rates, rents, or sums as the directors shall from time to time appoint for and in respect of wharfage, unshipping, landing, relanding, piling, housing, weighing, coopering, sampling, unpiling, unhousing, watching, shipping, loading, and delivering of every such animal or article, and of other work to be performed in respect of such goods, and all such rates, rents, or sums shall be and are hereby vested in the company to and for their own proper use and behoof for the purposes of this Act, and the directors shall from time to time make a table of rates, rents, and sums charged by the company for and in respect of such wharfage, unshipping, landing, relanding, piling, housing, weighing, coopering, sampling, unpiling, unhousing, watching, shipping, loading, and delivering of every such animal or article, and such table shall be printed and open to inspection in the several offices of the company, and copies thereof shall on demand be delivered free of expense to any person having occasion for and requiring the same, provided always that the company shall not take, receive, or recover any higher rates, rents, or sums in respect of animals, goods, articles, matters, or things brought to the said dock for import than those specified and referred to in Part II. of the Schedule to this Act, nor any higher rates, rents, or sums in respect of animals, goods, articles, matters, or things sent to the dock for export than those specified and referred to in Part III. of the Schedule to this Act."

The Schedule referred to in the above Section is substantially similar to that appended to the London and St. Katharine Dock Act, 1864, but is more modern as to some of its terms.

The charges actually levied by the joint committee on goods are contained in a very large number of rate books, current from time to time, and differ greatly according to various circumstances from time to time affecting particular trades.

Appendix.
2nd Day, No. 6.

6. STATEMENT giving INFORMATION as to the CAPITAL RAISED and EXPENDED, the EXPENDITURE of INCOME on CAPITAL WORKS and on MAINTENANCE, and the INTEREST and DIVIDENDS respectively paid by the LONDON AND ST. KATHARINE DOCKS COMPANY and the EAST AND WEST INDIA DOCK COMPANY.

(Handed in by Mr. C. J. C. Scott on the Second Day. See Question 514).

Table 1.—London and St. Katharine's Company - -	Capital account to 31st December 1899.
Table 2.—London and St. Katharine s Company - -	Amounts charged for maintenance out of revenue.
Table 3.—London and St. Katharine's Company -	Amounts charged to Revenue in respect of new works.
Table 4.—London and St. Katharine's Company -	Amount received from East London Railway, spent on new works.
Table 5.—East and West India Company - - -	Capital account to December 31st, 1899.
Table 6.—East and West India Company - - -	Amount charged for maintenance out of revenue.
Table 7.—East and West India Company - - -	Amount charged to revenue in respect of new works.
Table 8.—East and West India Company - - -	Total amount spent on the India Dock system on items properly attributable to capital exclusive of amounts spent on maintenance.
Table 9.—London and India Docks Joint Committee.	Capital expenditure from 1889 to 1899.
Table 10.—London and India Docks Joint Committee.	Amounts spent on maintenance from 1889 to 31st December 1899 exclusive of expenditure on dredging.
Table 11.—London and St. Katharine Docks Company.	The Interest and Dividends paid to the Debenture Holders and Proprietors since 1866, and the percentage if spread over the whole capital.
Table 12.—East and West India Dock Company - -	The Interest and Dividends paid to the Debenture Holders and Proprietors since 1866, and the percentage if spread over the whole capital.

Appendix.

2nd Day, No. 6—continued.

TABLE 1.

LONDON AND ST. KATHARINE DOCKS COMPANY.

As on 31st December, 1899.

(Exclusive of Capital authorised under Working Union Act, 1888)

Act of Parliament.	CAPITAL AUTHORISED. Debenture Capital.	Preference Stock.	Ordinary Capital.	Capital expended.	Amounts.
	£	£	£ s. d.		£ s. d.
Capital of London and St. Katharine Docks on amalgamation, 1864 -	1,800,266	—	5,756,697 5 10	London and St. Katharine Docks -	7,401,963 5 10
				Victoria Docks and Estate - - -	1,062,480 0 0
Capital raised by Amalgamation Act, 1864 - -	1,062,500			Victoria Docks, sheds, plant, &c. -	49,199 10 8
Ditto - - -	150,000	420,000		Additional buildings and improvements - - - - - - -	296,229 13 6
By Act 1878 - -	200,000	600,000			
By Act 1882 - -	200,000	600,000		Victoria Dock extension (Royal Albert Dock) - - - - - - -	2,092,36 10 2
£	3,412,766	1,620,000	5,756,697 5 10	Mudding land (Crossness) - - -	15,134 2 11
				Land at West Ham purchased from Gas Light and Coke Company - -	2,035 2 0
Preference stock - -			1,620,000 0 0		
*Debenture capital -			3,412,766 0 0		10,919,408 5 1
Debenture capital stood as follows—					
Debenture stock - - £3,029,377 16 4				Less—	
Debentures - - - 286,875 0 0				Realised property account - - £62,211 4 1	
£3,316,252 16 4					
Balance in hand being unissued Debentures - 96,513 3 8				Premium on issue of stock - - - 67,733 15 2	
					129,944 19 3
*£3,412,766 0 0					
Total capital authorised - - £			10,789,463 5 10	Total net expenditure - £	10 789,463 5 10

TABLE 2.

LONDON AND ST. KATHARINE DOCKS COMPANY.

AMOUNTS CHARGED TO REVENUE in respect of maintenance of Works, Plant &c., including Renewals from 1st July, 1864, to 31st December, 1888, as extracted from the Half-yearly Accounts.

Year.	Amount.	Year.	Amount.
	£ s. d.		£ s. d.
1864	9,106 3 9*	1878	45,258 17 10
1865	43,565 8 8	1879	36,550 9 9
1866	45,565 6 2	1880	38,067 4 5
1867	46,213 8 5	1881	51,357 17 1
1868	39,791 15 11	1882	47,622 10 1
1869	38,142 9 7	1883	44,738 19 10
1870	40,049 17 11	1884	54,263 13 1
1871	37,025 6 1	1885	58,879 6 8
1872	41,648 10 2	1886	63,365 7 1
1873	53,106 5 9	1887	54,176 8 9
1874	54,918 2 11	1888	55,420 13 5
1875	41,773 10 8		
1876	47,419 1 6	Total	1,135,700 1 4
1877	47,073 5 10		

* Half-yearly only.

TABLE 3.

LONDON AND ST. KATHARINE DOCKS COMPANY.

AMOUNTS CHARGED TO REVENUE in respect of New Works from 1st July, 1864, to 31st December, 1888, as extracted from the Half-yearly Accounts.

Year.	Amount.	Year.	Amount.
	£ s. d.		£ s. d.
1864	35,812 14 2*	1882	4,644 10 5
1868	8,301 12 2	1883	1,964 19 10
1870	3,732 0 11	1884	630 11 1
1871	9,146 0 10	1885	3,753 3 2
1872	11,737 5 7	1887	9,430 8 5
1873	5,541 7 10	1888	2,580 14 1
1876	10,851 15 11		
1877	2,716 8 10	Total	117,273 7 6
1881	6,429 14 3		

* Half-year only.

TABLE 4.

LONDON AND ST. KATHARINE DOCKS COMPANY.

AMOUNT RECEIVED from the East London Railway Company as compensation for the right of passing Railway under the Dock; expended by the Company wholly or very nearly so in respect of New Works; as extracted from the Half-yearly Accounts.

Year.	Amount.	Year.	Amount.
	£ s. d.		£ s. d.
1874	25,202 12 7	1882	2,582 14 5
1875	21,777 5 7	1883	240 3 0
1876	39,607 7 10	1884	15,803 11 1
1877	26,107 11 7	1885	584 5 1
1878	14,497 3 6	1886	132 4 6
1879	7,448 8 6		
1880	1,262 10 11	Total	155 297 8 7
1881	51 10 0		

Appendix.

2nd Day, No. 6—continued.

TABLE 5.

EAST AND WEST INDIA DOCK COMPANY.

CAPITAL ACCOUNT, 31st December 1899.

DR. CR.

LANDS AND PREMISES.	£ s. d.	£. s. d.	Act.	Description.	Amount authorised	Existing issue.
					£	£
West India Dock, 30th November 1838	1,380,000 – –		1838	Ordinary Stock	2,385,500	2,385,500
East India Dock	685,668 – –					
South Dock, 1869 to 1873	686,967 19 10					
Tilbury Dock	2,800,028 7 2					
Sundry New Works	645,412 4 9		1886 and Scheme of Arrangement, 1898.	Preference Stock.	1,217,336	967,336
	6,198,076 11 9					
Less— £ s. d.						
Premium on Issue Stock — 92,723 11 7						
Sales of Land, &c. — 616,068 18 5						
	708,792 10 –					
		5,489,284 1 9	Scheme of Arrangement, 1898.	Prior Lien Debenture Stock.	750,000	680,992
ADVANCES TO LONDON AND INDIA DOCKS JOINT COMMITTEE—						
Victoria Graving Dock	16,353 5 4		Ditto.	*Consolidated Debenture Stock.	2,780,031	2,780,031
General Agreement	245,498 4 2					
		261,851 9 6				
Interest on Creditors Claims capitalised under Amended Scheme of Arrangement, 1890	177,495 4 1		Act of 1885.	Mortgages.	100,504	100,504
Claims of Creditors on Revenue Account, capitalised under do.	54,763 6 11					
Interest on Bankers' Loans capitalised under do.	33,985 – –					
Special Agreement allowances under 1892 Act	93,600 – –					
Sundry items capitalised under Scheme of Arrangement, 1898	81,422 13 9					
Additional Stock allotted to Creditors on conversion of their securities under Scheme of Arrangement, 1898	732,094 14 4					
Discount on issue Consolidated Debenture Stock	8,034 – –					
	1,181,394 19 1					
Less—						
Discount on purchase Deferred Debenture Stock	18,167 10 4					
		1,163,227 8 9				
	£.	6,914,363 – –			7,233,371	6,914,363

* The Company have power to issue Consolidated Debenture Stock to the extent necessary for providing funds for paying off the Mortgages of 1885. When so paid off such mortgages cannot be re-issued.

TABLE 6.

EAST AND WEST INDIA DOCK COMPANY.

MAINTENANCE charged to REVENUE ACCOUNT 1870 to 1888 compiled from the Company's Half-Yearly Accounts.

Year.	Maintenance. Repairs.	Dredging.	Maintenance and Repairs. Hydraulic Machinery.	Year.	Maintenance. Repairs.	Dredging.	Maintenance and Repairs. Hydraulic Machinery.
	£	£	£		£	£	£
1870	16,396	—	—	1880	29,385	8,654	—
1871	38,860	—	—	1881	28,821	7,266	5,195
1872	43,239	—	—	1882	20,570	9,891	5,998
1873	35,219	14,303	—	1883	20,375	12,073	5,869
1874	42,354	12,449	—	1884	20,622	12,556	5,957
1875	34,062	12,983	—	1885	21,702	13,009	6,921
1876	30,721	9,688	—	1886	23,101	12,445	5,470
1877	27,140	14,279	—	1887	29,085	14,643	5,018
1878	34,829	10,104	—	1888	19,491	9,156	6,650
1879	38,283	11,925	—				

N.B.—Dredging included in repairs 1870—1872. Maintenance Hydraulic Machinery included in repairs 1870—1880

TABLE 7.

EAST AND WEST INDIA DOCK SYSTEM.

STATEMENT of Items of Expenditure on New Works charged to Revenue Account and of amounts used in diminution of cost of Works.

	£	£
WEST INDIA DOCK COMPANY—		
From 1804 to 1822 there was charged for maintenance and New Works	862,000	
Allow for Revenue Account say 6,000*l.* a year	114,000	
		748,000
1823 to 1826 New Works charged to Revenue Account		80,000
1827 to 1830 New Works were provided out of New Capital or by sales of lands		
1831 to 1838 New Works charged to Revenue Account		23,000
Fenchurch Street Warehouse Bought in 1835 and cost charged to Revenue Account. Sold for		335,000
		£1,186,000

	£
EAST INDIA DOCK COMPANY—	
1806 to 1828 New Works charged to Revenue Account	35,000
1829 to 1838 New Works charged to Revenue Account	44,000
Pepper Warehouses Bought in 1835. Cost 30,000*l.* Sold for 73,000*l.* Profit	43,000
Billiter Street and Jewry Street Warehouses. Bought in 1835 for 64,000*l.* Sold for 145,000*l.* Profit	81,000
	£203,000

	£
EAST AND WEST INDIA DOCK COMPANY—	
1838 to 1864 New Works charged to Revenue Account	301,000
1874 to 1878 New Works charged to Revenue Account	24,000
	£325,000

In many cases improvements have been paid for by sales of lands other than those above referred to, though it is not possible to trace in every case the amount of such sales, or the cost of work set against any particular sale. It is however known that a sum of 63,000*l.* was obtained for sales other than those for which credit is above taken, and as an estimate it seems reasonable to assume 40,000*l.* of this was profit on the original cost.

SUMMARY.	£
West India Dock Company	1,186,000
East India Dock Company	203,000
East and West India Dock Company	325,000
Profit on sales of other lands applied to Works	40,000
	£1,754,000

To the above may be fairly added the enhanced value of the Company's lands.

The Crutched Friars Warehouse cost 87,000*l.* It was valued by Messrs. Vigers a few years ago at 377,000*l.* and the Company obtained a loan of 250,000*l.* on the security of this property.

The lands on which the East and West India Docks are made cost about 200*l.* an acre. They are now stated by Messrs. Fox & Bousfield to be worth 3,600*l.* an acre. There are 300 acres costing originally 30,000*l.* On Messrs Fox & Bousfield's estimate they are now worth 1,080,000*l.*

Appendix.
2nd Day, No. 6—continued.

TABLE 8.

EAST AND WEST INDIA DOCK COMPANY.

STATEMENT OF TOTAL CAPITAL EXPENDITURE on the Company's Undertaking, showing that a much larger amount than the authorised Capital has been spent on the Undertaking in Capital Works.

	£
EAST AND WEST INDIA DOCKS—	
Expenditure charged to Capital Account (including site of South Dock) up to 1838	1,913,418
SOUTH WEST INDIA DOCK—	
Expenditure charged to Capital Account 1869 to 1873	686,967
EAST AND WEST INDIA DOCKS—	
New Works charged to Capital Account subsequent to 1838 (including some small South Dock items after 1873)	616,412
New Works charged to Revenue Account up to 1888	1,255,000
Total expenditure on East and West India and South Docks up to 1888	4,471,797
TOWN WAREHOUSES—	
Cost of Crutched Friars Warehouse, charged to Capital Account, up to 1888	87,250
TILBURY DOCK—	
Cost of Tilbury Dock, charged to Capital Account up to 1888	2,800,028
JOINT COMMITTEE—	£7,359,075
Advances by East and West India Dock Company to Joint Committee from 1st January, 1889, to 31st December, 1899	305,335
	£7,664,410

TABLE 9.

CAPITAL EXPENDITURE OF THE JOINT COMMITTEE.

From 1st January, 1889, to 31st December, 1899.

Works and Departments.		Amount.		
		£	s.	d.
Frozen Meat Store, West Smithfield		76,424	18	8
Victoria Graving Dock		22,706	10	9
New Works erected by London Grain Elevator Co., Ltd., at Victoria Graving Dock		10,000	0	0
Improvements at Blackwall Entrance		208,798	15	5
Refrigerating Chambers, West India Dock		39,209	5	2
New Cut, East India Dock		16,573	5	2
Improvements at South West India Dock		30	14	2
Sundry other New works at	London Dock	7,301	18	7
	St. Katharine Dock	6,680	4	5
	Cutler Street Warehouse	1,783	0	9
	Victoria Dock	116,424	4	10
	Albert Dock	28,821	11	9
	East and West India Docks	78,030	6	2
	Tibury Dock	12,038	14	6
	India Town Warehouses	2,436	12	9
		£627,260	3	1

TABLE 10.

Statement showing Expenditure of the London and India Docks Joint Committee in respect of Maintenance, &c., *i.e.*, Revenue Account year by year from January 1st, 1889, to December 31st, 1899.

	Year.	London Dock.	St. Katharine Dock.	Victoria Dock.	Albert Dock.	Cutler Street Warehouse.	Meat Department, Smithfield.	East and West India Docks.	Tilbury Dock.	India Town Warehouses.	Total.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	1889 - -	8,297 13 5	3,000 - -	15,047 12 2	14,862 13 11	2,500 - -	—	13,635 12 9	9,632 - 11	2,125 12 11	69,101 6 1
	1890 - -	12,448 4 -	8,097 9 2	16,466 17 11	18,137 15 3	2,280 2 3	—	14,510 4 3	13,856 15 5	2,205 6 4	88,002 14 7
	1891 - -	11,596 13 3	4,501 - -	19 700 6 2	15,021 16 10	1,777 - -	—	17,218 15 4	13,568 2 -	2,212 - -	85,595 13 7
	1892 - -	12,734 - 2	3,040 0 0	26,865 12 9	7,738 13 8	2,141 - -	—	22,279 15 5	13,793 16 2	2,810 - -	91,402 18 2
	1893 - -	13,696 2 9	3,796 11 8	17 281 14 7	16,715 10 5	1,838 5 3	—	30,754 6 3	18,104 4 6	1,936 12 8	104,123 8 1
	894 - -	14,851 - 7	4,157 7 5	19,737 12 6	18,085 19 5	2,863 5 1	261 14 7	26,060 13 10	15,018 7 1	2,886 7 3	103,922 7 9
	1895 - - -	15,321 1 9	4,289 11 9	19,743 19 8	17,461 8 5	2,344 7 10	Cr. 261 14 7	33,772 14 11	14,316 4 8	2,179 16 4	109,167 10 9
This rectification was rendered necessary through it being discovered that the policy of the Joint Committee in paying for many new works out of revenue was *ultra vires* and should have been paid for out of capital.	* Rectification of Accounts to end of 1895.	88,944 15 11	30,882 - -	134.843 15 9	108,023 17 11	15,744 - 5	—	158,232 2 9	98,289 10 9	16,355 15 6	651,315 19 -
	Deduct - -	4,314 12 5	8,789 14 4	29,535 17 5	8,520 15 6	1,370 12 -	—	20,932 3 10	4,548 - 5	3,997 12 -	82,009 7 11
		84,630 3 6	22,092 5 8	105,307 18 4	99,503 2 5	14,373 8 5	—	137,299 18 11	93,741 10 4	12,358 3 6	569,306 11 1
	Add - - -	9.054 6 4	13,979 1 10	13,314 5 5	16,189 12 8	—	—	3,719 19 3	2,521 3 -	3,744 6 6	62,522 15 -
	Actual Total to end of 1895 -	93,684 9 10	36,071 7 6	118,622 3 9	115.692 15 1	14,373 8 5	—	141,019 18 2	96,262 13 4	16,102 10 -	631,829 6 1
	1896 - - -	17,120 1 2	4,199 6 -	15,095 7 5	16,747 13 1	2,126 10 5	982 8 11	26,314 - 6	12,128 16 6	2,492 14 8	97,206 18 8
	1897 - - -	14,638 1 4	3,310 17 4	17,249 14 5	19,098 2 4	1,505 9 7	1,075 3 1	28,435 3 1	14,228 18 2	1,733 15 1	101,275 4 5
	1898 - - -	15,382 14 2	2,896 11 4	16,953 1 7	19,027 10 -	1,684 11 6	877 14 -	26,171 3 9	12.527 13 -	2,100 15 1	97,621 14 5
	1899 - - -	15,309 2 6	3,818 6 10	19,461 - 5	18,541 13 5	2,283 12 4	997 8 1	27,241 5 9	19,446 18 9	2,125 15 -	109,225 3 1
	Actual Total to end of 1899 -	£ 156,134 9 -	50,296 9 -	187,381 7 7	189,107 15 11	21,973 12 3	3,932 14 1	249,181 11 3	154,594 19 9	24,555 9 10	1,037,158 6 8

NOTE.—These figures are exclusive of dredging expenses which amount in the grand total for these eleven years to 290,484*l.* 10*s.*

Appendix.
2nd Day, No. 6—continued.

Table 11.

London and St. Katharine Docks Company.

Statement showing Interest and Dividends paid to Debenture and Preference Stock Holders Mortgagees and Proprietors of the Company for the 34 years from 1866 to 1899 inclusive.

Year.	Net Earnings according to Revenue Account.	Amount of Interest and Dividends paid to Debenture and Preference Stock Holders, Mortgagees and Proprietors.	Capital at end of year on which Interest and Dividends have been paid.			Total Capital at end of year.		Remarks. Rate per cent. paid on Capital, *i.e.*, Ordinary Stock.
			—	Rate paid per cent.	Rate Earned per cent.	Amount.	Rate Earned per cent.	
	£	£	£			£		
1866	339,649	326,999	8,646,662	Various	3·92	8,646,662	3·92	3½
1867	287,746	285,676	8,658,151	,,	3·32	8,658,151	3·32	2⅜
1868	294,469	286,360	8,660,981	,,	3·39	8,660,981	3·39	2⅜
1869	295,931	267,955	8,599,141	,,	3·44	8,599,141	3·44	2½
1870	324,841	282,193	8,557,758	,,	3·79	8,557,758	3·79	2¾
1871	328,419	298,642	8,662,583	,,	3·79	8,662,583	3·79	3
1872	361,370	304,883	8,624,633	,,	4·18	8,624,633	4·18	3⅛
1873	402,364	353,744	8,672,033	,,	4·63	8,672,033	4·63	4
1874	385,449	352,945	8,691,579	,,	4·43	8,691,579	4·43	4
1875	362,423	331,745	8,805,045	,,	4·11	8,805,045	4·11	3⅝
1876	347,320	317,663	8,890,751	,,	3·90	8,890,751	3·90	3¼
1877	316,475	296,481	9,108,068	,,	3·47	9,108,068	3·47	3
1878	304,288	296,481	9,273,077	,,	3·28	9,273,077	3·28	3
1879	305,978	296,481	9,475,550	,,	3·22	9,475,550	3·22	3
1880	319,124	301,700	9,783,875	,,	3·26	9,783,875	3·26	3
1881	283,492	287,587	9,871,702	,,	2·87	9,871,702	2·87	2½
1882	290,439	303,207	10,018,467	,,	2·89	10,018,467	2·89	2¼
1883	325,097	312,225	10,034,598	,,	3·23	10,034,598	3·23	2⅜
1884	325,365	323,149	10,172,717	,,	3·19	10,172,717	3·19	2½
1885	319,026	309,522	10,676,712	,,	2·98	10,676,712	2·98	2
1886	295,899	261,906	10,689,474	,,	2·76	10,689,474	2·76	1
1887	225,616	262,327	10,703,081	,,	2·10	10,703,081	2·10	1
1888	236,113	264,527	10,720,816	,,	2·20	10,720,816	2·20	1
1889	266,547	279,336	10,664,579	,,	2·49	10,664,579	2·49	1¼
1890	267,864	275,537	10,627,111	,,	2·52	10,627,111	2·52	1¼
1891	332,269	316,954	10,615,216	,,	3·13	10,615,216	3·13	2
1892	355,154	344,691	10,631,943	,,	3·34	10,631,943	3·34	2½
1893	308,820	316,506	10,598,751	,,	2·91	10,598,751	2·91	2
1894	322,980	323,754	10,684,517	,,	3·02	10,684,517	3·02	2⅛
1895	319,773	325,968	10,716,867	,,	2·98	10,716,867	2·98	2⅛
1896	335,407	332,996	10,726,146	,,	3·12	10,726,146	3·12	2¼
1897	352,785	347,903	10,716,121	,,	3·29	10,716,121	3·29	2½
1898	345,720	346,754	10,691,779	,,	3·23	10,691,779	3·23	2½
1899	353,162	346,661	10,692,950	,,	3·30	10,692,950	3·30	2½

TABLE 12.

EAST AND WEST INDIA DOCK COMPANY.

Statement showing Interest and Dividends paid to Debenture and Preference Stock Holders, Mortgagees and Proprietors of the Company for the 34 years 1866 to 1899.

Year.	Net Earnings.	Amount of Interest and Dividends paid to Debenture and Preference Stock Holders, Mortgagees and Proprietors.	Reserve Fund.		Capital at end of year on which Interest and Dividends have been paid.			Total Capital at end of year.		Rate per cent. paid on Capital or Ordinary Stock.	Remarks.
			Placed therein.	Withdrawn for Payment Interest or Dividends.	Amount.	Rate paid per cent.	Rate earned per cent.	Amount.	Rate earned per cent.		
	£	£	£	£	£	£		£			
1866	154,966	144,597	8,191	—	2,065,668	6 and 1 bonus	7·50	2,065,668	7·50	6 and 1 bonus	
1867	118,303	144,597	—	15,845	2,065,668	6 and 1 bonus	5·73	2,065,668	5·73	6 and 1 bonus	Balance 10,449*l.* required covered by balance brought forward.
1868	132,748	144,597	—	11,849	2,065,668	6 and 1 bonus	6·43	2,065,668	6·43	6 and 1 bonus	
1869	114,674	145,211	—	30,537	2,485,500	Various	4·61	2,485,500	4·61	6	
1870	137,692	149,402	—	11,710	2,585,500	ditto	5·33	2,585,500	5·33	6	
1871	156,337	152,560	3,777	—	2,650,500	ditto	5·90	2,650,500	5·90	6	
1872	110,485	130,815	—	13,632	2,675,500	ditto	4·13	2,675,500	4·13	5	Balance 6,698*l.* required covered by outstanding charges not brought into account.
1873	152,223	144,062	—	—	2,705,500	ditto	5·63	2,705,500	5·63	5½	
1874	159,841	157,214	—	—	2,705,000	ditto	5·91	2,705,500	5·91	6	
1875	163,350	164,292	—	—	3,025,550	ditto	5·40	3,025,550	5·40	6	Balance 942*l.* required covered by balance brought forward.
1876	168,587	168,471	—	—	3,106,971	ditto	5·43	3,106,971	5·43	6	
1877	148,772	172,160	—	—	3,124,807	ditto	4·76	3,124,807	4·76	6	Balance 23,388*l.* required covered by balance brought forward and outstanding charges brought into account.
1878	172,041	162,396	—	—	3,180,438	ditto	5·41	3,180,438	5·41	5½	
1879	176,860	151,823	—	—	3,282,053	ditto	5·39	3,282,053	5·39	5	
1880	147,472	143,352	—	—	3,351,651	ditto	4·40	3,351,651	4·40	4½	
1881	123,368	132,803	—	—	3,351,232	ditto	3·68	3,351,232	3·68	4	Balance 9,435*l.* required covered by balance brought forward and outstanding charges brought into account.
1882	134,353	144,650	—	—	3,596,305	ditto	3·73	3,596,305	3·73	4½	Of 10,297*l.* balance required 6,288*l.* interest charged to capital and balance covered by outstanding charges.
1883	123,824	150,965	—	—	4,069,150	ditto	3·04	4,069,150	3·04	4½	Of 27,141*l.* balance required 12,902*l.* interest charged to capital and balance covered by outstanding charges.
1884	141,292	175,871	—	—	4,237,465	ditto	3·33	4,237,465	3·33	4½	Of 34,579*l.* balance required 32,159*l.* interest charged to capital and balance covered by outstanding charges.
1885	128,242	179,895	—	—	5,177,561	ditto	2·48	5,177,561	2·48	4	Of 51,653*l.* balance required 48,378*l.* interest charged to capital and balance covered by outstanding charges.
1886	69,569	153,554	—	—	5,694,617	ditto	1·22	5,694,617	1·22	1½	Of 83,985*l.* balance required 35,007*l.* covered by amount reserved for interest and balance by outstanding charges.
1887	33,250	138,490	—	—	3,407,650	ditto	0·98	5,703,150	0·57	Nil	£105,240 paid out Sale Railway Stocks.
1888	17,566	Nil	—	—	Nil	—	—	5 785,872	0·30	Nil	No interest paid during 1888.
1889	45,330	Nil	—	—	Nil	3¾ and 4	0·84 for ½ year	—	—	Nil	No interest paid during first half year.
	29,747	70,873	162,807	41,126	148,721	4					
					3,396,548						
	75,577				3,545,269			971,206	1·27 for year.	Nil	

Appendix.

2nd Day, No. 6 — continued.

TABLE 12—*continued.*

Year.	Net Earnings.	Amount of Interest and Dividends paid to Debenture and Preference Stock Holders, Mortgagees and Proprietors.	Reserve Fund.		Capital at end of year on which Interest and Dividends have been paid.			Total Capital at end of year.		Rate per cent. paid on Capital or Ordinary Stock.	Remarks.
			Placed therein.	Withdrawn for Payment, Interest or Dividends.	Amount.	Rate paid per cent.	Rate earned per cent.	Amount.	Rate earned per cent.		
	£	£	£	£	£			£			
					106,236	3¾					
	£				3,439,033	4					
1890	58,982	141,545	10,562	82,563	3,545,269	—	1·66	6,039,003	0·97	Nil	No interest paid on Deferred Debenture Stock.
					106,236	3¾ and 4					
					3,003,958	4					
1891	94,389	133,004	8,989	38,615	3,110,194	—	3·03	5,815,711	1·62	Nil	No interest paid on Deferred Debenture Stock.
					12,600	3½					
					3,110,194	4					
					320,550	9					
1892	153,997	153,420	17,981	Nil	3,443,344	—	4·47	5,828,844	2·64	Nil	Full interest paid on deferred and 5 % arrears.
					32,300	3½					
					3,110,194	4					
1893	110,454	125,306	3,827	14,852	3,142,494	—	3·51	5,845,362	1·39	Nil	No interest paid on Deferred Debenture Stock.
					372,200	3½					
					2,786,313	4					
					294,740	1-5/6					
1894	120,109	131,714	25,274	9,580	3,453,253	—	3·48	5,838,753	2·06	Nil	1-5/6 paid on Deferred Debenture Stock partially out of Tilbury Guarantee Settlement.
					392,200	3½					
					2,786,313	4					
					294,064	¾					
1895	116,212	127,121	1,468	10,583	3,472,577	—	3·35	5,858,077	1·98	Nil	¾ paid on Deferred Debenture Stock.
					412,400	3½					
					2,813,313	4					
					294,064	2¾					
1896	130,701	134,266	3,845	253	3,519,777	—	3·71	5,905,277	2·21	Nil	2¾ paid on Deferred Debenture Stock partially out of rectification accounts.
					417,800	3½					
					2,827,984	4					
					293,896	6¾					
1897	147,187	147,879	1,558	Nil	3,539,680	—	4·16	5,925,180	2·48	Nil	Full interest paid on Deferred Debenture Stock and 2¾ arrears partially out of rectification accounts.
					3,346,541	3					
					1,067,840	4					
					2,385,500	1/6					
1898	145,203	146,665	1,444	Nil	6,800,181	—	*2·14	6,800,181	2·14	1/6	Dividend on Ordinary Stock paid partially out of rectification accounts.
					3,461,023	3					
					1,067,840	4					
					2,385,500	½					
1899	158,634	157,998	1,567	Nil	6,914,363	—	2·29	6,914,363	2·29	½	

N.B.— The Interest paid above is in some cases for broken periods and varying amounts. The sums placed to reserve during the years 1889 to 1894 were derived principally from realisations of property and other capital assets, and were so treated under the provisions of the Scheme of Arrangement, 1889.

* Of this increase 763,193*l.* is due to additions to nominal amount of Loan Capital under Scheme of Arrangement, 1893.

7. STATEMENT giving PARTICULARS of the PROPERTY belonging to the LONDON AND ST. KATHARINE DOCKS COMPANY and the EAST AND WEST INDIA DOCK COMPANY.

(Handed in by Mr. C. J. C. Scott on the Second Day. See Question 610.)

PROPERTY INCLUDED IN THE WORKING UNION.

LONDON AND INDIA DOCKS JOINT COMMITTEE.

The property of the London and St. Katharine Docks Company comprises—

Dock House, Leadenhall-street.
St. Katharine Dock.
London Docks.
Royal Victoria Dock.
Royal Albert Dock.
Cutler Street Warehouses.
East Smithfield Railway Depôt.
The Royal Albert Dock Railway.

The property of the East and West India Dock Company comprises—

West India Docks.
South-West India Dock.
East India Docks.
Tilbury Docks.
Crutched Friars Warehouses.
Commercial Road Warehouse.

Property belonging to the two Companies jointly comprises—

West Smithfield Cold Air Stores.

The Victoria Graving Dock.

PROPERTY OUTSIDE THE WORKING UNION.

The property belonging to the London and St. Katharine Docks Company comprises—

Land at Royal Albert Dock.

The property belonging to the East and West India Dock Company comprises—

Land at Tilbury.
Stabling at Poplar.

PROPERTY BELONGING TO THE TWO COMPANIES JOINTLY—
Land at Crossness.

[NOTE.—The distinction between property included within the Working Union and property not so included will be immaterial after the passing of an Act for amalgamation of the two Companies, which is now only awaiting the Royal Assent.—28 July, 1900.]

SHORT DESCRIPTION OF ALL THE FOREGOING PROPERTIES.

No. 1.—DOCK HOUSE—
Is situated at 109, Leadenhall Street, where are the head offices of the Joint Committee and of the separate dock companies.

No. 2.—CUTLER STREET WAREHOUSES—
These extensive premises, covering five acres, are most conveniently situated between Bishopsgate Street and Houndsditch, with entrances into both. They have a floor area of 610,000 feet, and can store from 25,000 to 30,000 tons of goods. They are devoted to stowing tea, silk, cochineal, carpets, piece goods, ostrich feathers, and other valuable produce. The value of the goods stored in them varies from £3,000,000 to £4,000,000, and the value passed through them yearly is estimated at three to four times that amount.

No. 3.—CRUTCHED FRIARS WAREHOUSES—
These premises, covering one and a quarter acres, and having a floor area of 200,000 square feet, are situated between Mark Lane and Jewry Street, E.C. They are used for the storage of valuable goods from the Colonies and East Indies, and are capable of accommodating 13,000 to 15,000 tons of merchandise. Show rooms are provided for indigo, drugs, cigars, shells, etc.

No. 4.—COMMERCIAL ROAD WAREHOUSE AND RAILWAY DEPOT—
Situated at Whitechapel, covering two and a half acres, and having a floor area of 360,000 square feet, are used chiefly for the warehousing of tea, and for the reception and forwarding of import and export cargo, in connection with the Tilbury Dock. The warehouse is convenient for City deliveries. Goods trains run daily beween the depôt and the dock.

No. 5.—EAST SMITHFIELD RAILWAY DEPOT—
The proximity of the Royal Victoria and Albert Docks to London causes a large proportion of goods to be conveyed by cart and van; the remainder, representing an enormous tonnage, is forwarded to or from these docks by rail, the depôt being the place in London for the receipt and delivery of such goods. Numerous goods trains run daily between the depôt and the docks, occupying about twenty minutes in transit. The through rates include collection in London, transit by rail, and dock charges.

No. 6.—ST. KATHARINE DOCKS—
These docks afford every advantage for the storage and distribution of goods, being close to the City, the Custom House, and principal places of business, the Inner Circle Railway and lines connected therewith, the East Smithfield and other railway depôts, and having a frontage on Little Tower Hill, adjoining the new Tower Bridge. They occupy an area of 23 acres, viz.: 13 acres of land and 10 of water; have an entrance into the Thames close by the Tower of London, and can receive ships up to 250 feet long and 24 feet draught. They afford ample facilities also for coasting and Continental trades.

No. 7.—LONDON DOCKS.
The London Docks share in the special advantages of the St. Katharine Docks, being separated from them only by Nightingale Lane, over which the two docks are united by bridges. They cover an area of 100 acres, 60 being land and 40 water, and are nearly a mile in length. At the quays, which run along the entire docks, vessels are berthed up to 330 feet in length and 24 feet draught.

WAREHOUSES AND VAULTS—
The vast extent and substantial character of the warehouses and vaults in these two docks form a special and well-known feature. The warehouses have a floor area of 4,748,000 feet, and can store from 170,000 to 260,000 tons of goods, according to their description, after making due allowance for gangways and working space, and in the vaults there is room for 105,000 pipes of wine. The wool warehouses alone, in which are housed and worked one-third of this trade in London, occupy a floor area of 1,407,100 feet.

Appendix.
2nd Day, No. 7—continued.

STOCKS—
In these warehouses and vaults is stored produce from every part of the world, premises being set apart and adapted for housing, working, and showing tea, coffee, wine, wool, indigo, dried fruits, sugar, flour, ivory, spices, bark, gums, metals, drugs, dates, pepper, rice, cocoa, and other valuable goods.

HYDRAULIC POWER—
The quays, warehouses, and vaults are amply supplied with cranes and lifts, which are worked by hydraulic power. In rear of the warehouses and vaults are the company's cart areas, in which vans and carts receive their loads direct from the warehouses and vaults without interruption or confusion.

No. 8.—WEST INDIA DOCK—
This dock, situated between Limehouse and Blackwall on the Thames, adjoins the Isle of Dogs, Millwall, has 164 acres, of which 70 are water. It comprises two docks, which run parallel to each other, viz.: West India Import Dock and West India Export Dock. Each has an entrance to the Basin at Blackwall, and thence to the river, and cuttings leading to a Basin at Limehouse—a steam tug is available for moving vessels. The import dock has quay space nearly half a mile long, capable of accommodating at one time six of larger class of steam or sailing vessels, and fitted with 19 movable hydraulic cranes and three hydraulic jiggers. There are 11 large warehouses, built on the north side, capable of accommodating 95,000 tons of goods, each warehouse being fitted with hydraulic cranes. The warehouses are suitable for the storage of sugar, coffee, dates, flour, cocoa, spices, etc., etc., and there are refrigerating chambers for frozen meat and butter, capable of storing about 100,000 carcases of sheep. The north side of this dock is in communication with the general railway system of the country. On the south side of the dock, at each end, are situated the wood wharves, the centre being set apart for the storage of rum and spirits. There is extensive vault accommodation here, also vats holding from 500 to 25,000 gallons for mixing, blending, etc. At the East Wood Wharf are large sheds fitted with travelling cranes on overhead gantries, many of them being worked by electricity, there being storage accommodation, with the requisite lifting facilities, for the largest logs of furniture wood which are imported, also shed accommodation for boards and planks of furniture wood. The East Wood Wharf is connected with the general railway system of the country. There are also teak slipways, where vessels with cargoes which it is necessary to discharge from port-holes can find the requisite accommodation and suitable sheds fitted with electric travelling cranes on overhead gantries for the storage of teak logs and also accommodation for teak planks. Special machinery and conveniences have been supplied for satisfactorily dealing with all classes of furniture and dye woods.

The export dock accommodates the smaller class of vessels loading for the Colonies and the West Indies.

In the Blackwall Basin there is a dry dock, let to a private firm, which gives accommodation for vessels, and thus avoids the necessity of river towage, pilotage, etc., ships being able to enter direct from the Basin. The new entrance is 480 feet long, 60 feet wide, and 30 feet deep, with three pairs of lock gates.

PUMPING STATION AT BLACKWALL—
Pumps have been erected at Blackwall, by which the water in the above docks is maintained at Trinity High Water, or raised above it when required for any unusually deep ships.

No. 9.—THE SOUTH WEST INDIA DOCK—
Comprises 50 acres land and 33 acres water, and runs parallel with the West India Docks. It is fitted with jetties providing sufficient export accommodation for vessels loading, and with large export sheds having a railway communication with all the principal railway lines. There are large warehouses on the south side of the dock for the storage of grain, jute, etc., also quay space extensively fitted with hydraulic cranes and leads, affording accommodation for the discharge of the larger classes of steam and sailing vessels; also refrigerating chambers, capable of holding 14,000 carcases of mutton. The floating derrick "Elephant," capable of lifting 20 tons at 29 feet radius, is also available for shipping or landing heavy machinery, boilers, etc., etc. A steam tug is available for moving vessels.

No. 10.—EAST INDIA DOCK—
Situated at Blackwall, has 33 acres water area and 38 acres land. Good accommodation for discharging vessels, warehousing goods, and for receiving export goods, and suitable berths for export vessels. Entrance 31 feet deep. Import goods can be delivered from this dock to railway trucks. A new cut, 60 feet wide and 30 feet deep, has recently been constructed, giving improved communication between the basin and the export dock.

BRUNSWICK PIER AND WHARF—
Adjoining the river entrance to the East India Dock is the Brunswick Pier and Wharf, where steamers conveying passengers up and down the river call regularly, and Continental steamers discharge and load horses and cattle.

No. 11.—THE ROYAL VICTORIA DOCK—
This dock occupies 251 acres, of which 90 are water. It is a jetty dock 1,000 feet wide, with a depth of 25 feet 6 inches. It has quay berths for 27 vessels of the largest size, as well as for smaller vessels, and for steam colliers at four derricks. It has extensive warehouses for working and housing tobacco and grain and large cold air chambers (see below).

No. 12.—THE ROYAL ALBERT DOCK—
This dock, opened in 1880, is specially constructed for the largest class of steamers. It covers 424½ acres, of which 87 are water. About 148 acres are available for building purposes. It is a quay dock, 490 feet wide, with a depth of 27 feet, and has quay berths for 33 vessels of the largest class. Its entrance is within one hour's steaming from Gravesend.

THE BASINS—
These being within the docks are not liable as open tidal basins are to the rise and fall of tide, and on account of their vicinity to the river are frequently preferred by shipowners for loading and discharging. The depth in Gallions Basin is 32 feet.

PUMPING STATION AT GALLEONS—
Pumps throwing 125,000 gallons per minute have been erected at Galleons, by which the water in the above docks and basins is maintained at Trinity High Water, or raised above it when required for unusually deep ships.

DRY DOCKS—
There are two dry docks in the Royal Albert Dock, 500 and 410 feet in length, exclusive of a cut of 20 feet at the end of each. There are extensive factories belonging to various firms alongside the docks. Shipowners employ whom they please to execute work in their vessels.

WAREHOUSES AND GRANARIES—
The jetties and quays are lined with sheds, warehouses, and granaries which afford a floor area of 3,360,000 feet, and could store from 240,000 to 281,000 tons of goods.

REFRIGERATING CHAMBERS—
In the Victoria Dock 36 chambers have been provided, and the necessary machinery and appliances for storing 364,744 refrigerated sheep. The railway companies run trains direct from these chambers.

HYDRAULIC MACHINERY—
There are in these docks 121 travelling (exclusive of a certain proportion of the 24 new cranes now building) and 96 fixed cranes and jiggers, two floating cranes, the "Leviathan," capable of lifting 50 tons at 51 feet 6 inches radius, and the "Titan" 30 tons at 47 feet radius. The four largest steam tugs are fitted with steam fire engines, and patent and other fire hydrants and fire engines are provided along the quays.

GOODS LINES—
There is a complete system of goods lines throughout these docks, which centres in a goods yard in the Victoria Dock, and communicates with the general railway system of the country. Rates are in force for coals to the ship's side from all collieries, and for timber, grain, flour, wool, hides, etc., to and from ship's side to all stations in the country.

NEW ENTRANCE AND RIVER WHARF—
The new entrance works were commenced in May, 1884, and completed in 1886. They consist of an enlargement of the Gallions Basin from 12 to 15¼ acres, with two additional berths, making six instead of four; of a new entrance from the Thames (with a lock parallel and contiguous to the present lock, and like it 550 feet long and 80 feet wide, but with a depth of 36 instead of 30 feet on the cill at Trinity High Water), and of a river wharf, stretching from this entrance, 1,100 feet down the Thames with a depth alongside of 27 feet at low water with a railway station abutting upon it. The railway

lines are continued along this wharf and the largest vessels are able to lie there at any time of tide to coal, or take in cargo, or embark or disembark passengers. Coasters and Continental steamers are able to avail themselves of it in connection with the ocean steamers or otherwise.

No. 13.—Tilbury Dock—

This dock, opened on the 17th April, 1886, is specially constructed for the largest class of vessels. Situated opposite Gravesend, it comprises 583 acres, of which 73 are water; it consists of a tidalbasin, main dock, and three branch docks. The tidal basin has a water area of 19 acres, and a depth of 23 feet 6 inches at low water, while at ordinary high water springs the depth is 42 feet 6 inches. The water on the outer cill of the lock is 25 feet and 44 feet respectively. The lock is 700 feet long, 80 feet wide. Vessels can enter the dock at any state of the tide.

Facilities for Transhipping Produce—

At the Tilbury Docks arrangements are in force whereby goods are transhipped direct to Continental and coastwise steamers, thereby avoiding the delays and risks incidental to lighterage. The following are among the ports to which goods are regularly shipped from the Tilbury Docks, and arrangements are made, as may be required, for shipment to other ports:—Antwerp, Amsterdam, Brussels, Cologne, Dunkirk, Goole, Hamburg, Havre, Libau, Rotterdam, Terneuzen, and Treport.

Main and Branch Docks—

The main dock is 1,800 feet long and 600 feet wide; each of the three branch docks is 1,600 feet in length, the centre branch dock being 300 feet wide, while each of the other two has an average width of 250 feet. The depth is 38 feet below Trinity High Water mark.

Hydraulic Machinery—

There are in these docks 53 hydraulic travelling cranes of the most approved type. There is also a floating steam derrick, the "Mammoth," capable of lifting 30 tons at a radius of 27 feet.

Goods Trains—

There is a complete system of goods lines throughout these docks, communicating with the general railway system of the country.

No. 14.—West Smithfield—

The West Smithfield Frozen Meat Stores occupy an important site in close proximity to West Smithfield Meat Market, belonging to the Corporation of London.

The premises comprise a store containing cold air chambers for frozen meat, and have a capacity for 104,500 carcases of sheep. The ground area is 11,195 feet, of which 4,427 feet are freehold and 6,768 leasehold. On a part of the ground floor shops have been erected, and are let to various tenants.

No. 15.—The Victoria Graving Dock—

This property is situated on the south side of and adjoins the Royal Victoria Dock, to and from which it has communication by means of a canal or cutting. The property covers an area of nearly 27 acres, of which 11 acres is covered with water; and it was until recently used by a ship repairing company for docking and repairing vessels.

The joint committee have let the greater portion of the property to the London Grain Elevator Company under an agreement for a building lease, dated 6th May, 1898, but the remainder consisting of land, with road frontages on the east and south sides, together with a large brick building, are in hand available for letting.

No. 16.—Land at Royal Albert Dock—

Some 148½ acres of land on the north and south sides of this dock belonging to the London and St. Katharine Company were not included in the working union and are available for dock extension.

There are at present erected on this land and belonging to the Dock Company a coffee tavern, known as the Manor Way Coffee Tavern, the Manor Way Engineering Works, and some old buildings, known as the Range Houses. Other portions of the land are let for grazing and other purposes to various tenants, but all such tenancies can be terminated by 12 months' notice at the most, with the exception of the Manor Way Coffee Tavern, which is let till 1910, though that tenancy can be terminated by the tenant in 1903.

No. 17.—Land at Tilbury Dock—

At this dock there are some 286 acres of land belonging to the East and West India Dock Company, not including in the working union, and available for dock extension.

Parts of this land are let to various tenants, but if the land is required for dock purposes, such tenancies can all be terminated by six months' notice.

No. 18.—Stabling at Poplar—

This is also outside the working union, is of small extent, being under half an acre, and belongs to the East and West India Dock Company.

No. 19.—Land at Crossness—

This land, 106 acres in extent, the joint property of the two companies, is situate on the south side of the river, in the parish of Erith, and the greater part is let to a market gardener.

Dry Docks—

In the Royal Albert Docks two dry docks have been provided of the following dimensions:—

No. 1.—Length, 500 feet, exclusive of cut at south end of 20 feet. Width between copes, 85 feet, at floor level 62 feet. Cill, 22 feet below T.H.W., and floor 3 feet below cill.

No. 2.—Length, 410 feet, exclusive of cut as above. Width between copes, 77 feet, at floor level 54 feet. Cill, 22 feet below T.H.W., and floor 3 feet below cill.

In the Tilbury Docks, four dry docks, in sets of two, have been provided, two of the depth of 35 feet, and two of the depth of 30 feet on the cills at ordinary spring tides. The width at floor level of the larger docks is 70 feet and of the smaller 60 feet. The total length of each set of two is 846 feet 6 inches. The division in each set is made by means of caissons, which can be so shifted as to make two docks of either 547 feet and 276 feet, or 476 feet and 347 feet, or 397 feet and 426 feet.

Floating Cranes—

These can be removed from one dock to another.

Water Supply—

Vessels can be supplied with filtered water direct from the mains of the East London Water Company at the Upper Docks, and Brunswick Wharf, Blackwall, and from the mains of the South Essex Water Company at the Tilbury Docks. At the London, St. Katharine, and East and West India Docks barges frequent the docks and supply water when required at reasonable terms.

Hotel Accommodation—

For the convenience of shipowners, merchants, and others having business in the Royal Albert and Tilbury Docks, of persons embarking or disembarking or desirous of meeting their friends on their arrival home, or of seeing them on their departure, the following hotel accommodation has been provided:—

Galleons Hotel.—(Situate between the Manor Way and Galleons Stations, Royal Albert Dock.

The hotel is furnished throughout, and kept in all respects as a first-class hotel.

There are also the

Central Buffet—(Royal Albert Dock).

Situated within a few yards of the Central Station, and having first and third class refreshment rooms.

Connaught Road Tavern—(Royal Albert Dock).

Opened for the accommodation of dock servants and others employed in the Royal Albert Docks.

Tilbury Hotel—(Situated on the banks of the Thames, opposite Gravesend, adjoining the Tilbury Docks).

The hotel comprises: Coffee, reading, grill, billiard, and smoking rooms, 110 bedrooms, and numerous private sitting rooms, all luxuriously fitted, well furnished, and lighted throughout with electricity.

Canteens—(Tilbury Docks).

There are two of these, one adjacent to the Dock Station, and the other near the Manor Way Gate. They have first, second, and third class refreshment rooms, in which refreshments of all kinds and of the best quality may be procured.

Appendix.
2nd Day, No. 7—continued.

London and India Docks Joint Committee.

Particulars of Docks, 30 June 1900.

Reference.	St. Katharine Dock.	London Dock.	West India Dock.	East India Dock.
Area inside Joint Committee's boundaries.	23 acres	100 acres	231 acres (including Poplar Dock).	71 acres (including Blackwall Station).
Dock Company's property not included above.	Nil	Nil	—	Nil
Length of Docks	·33 of a mile	1 mile	1·75 miles	·5 miles
Water area	10 acres	40 acres	105 acres (including Poplar Dock).	33 acres
Land area	13 acres	60 acres	126 acres (including Poplar Dock).	38 acres (including Blackwall Station).
Floor area of sheds and warehouses.	38 acres	71 acres	100½ acres	20 acres
Storage capacity of sheds and warehouses.	86,000 tons	174,000 tons	180,000 tons	32,800 tons
Wine and oil storage (vaults)	37,500 pipes	88,500 pipes	37,000 puncheons	2,480 puncheons.
Cold storage capacity	—	—	114,000 sheep	—
Length of quays available for discharging.	1 mile	2·25 miles	4 miles	1·5 miles
Cart roads (average 25 feet wide)	2 miles	6 miles	4·5 miles	2 miles
Length of railway single line (4 ft. 8½ in. gauge).	—	400 feet	12 miles	·75 miles
Entrance locks	L. 180 ft., B. 45 ft. Depth 28 ft. on outer cill. Depth 24 ft. on inner cill. Outer L. W. depth 8 ft.	Hermitage (closed) L. 150 ft., B. 40 ft., D.* 21 ft. 6 in.	Limehouse (closed but can be used). L. 155 ft., B. 36 ft., D.* 22 ft.	Eastern (upper river entrance). L. 210 ft. 6 in., B. 47 ft. 5 in., D.* 24 ft. 10 in., outer low water depth 5 ft. 4 in.
		Wapping L. 170 ft., B. 40 ft., D.* 23 ft.	Blackwall L. 480 ft., B. 60 ft., D. 30 ft., outer low water depth 10 ft. 6 in.	Eastern (lower) L. 100 ft., B. 65 ft., D. 31 ft., outer low water depth 11 ft. 6 in.
		Shadwell (old) L. 180 ft., B. 45 ft., D.* 24 ft.	South Dock (west) L. 192 ft. (closed)	— —
		Shadwell (new) L. 350 ft., B. 60 ft., D.* 28 ft., outer low water depth 8 ft.	South Dock (east) in course of alteration. L. 480 ft., B. 55 ft., D. 29 ft., outer low water depth 9 ft. 6 in.	
Lock gates at entrances	3 pairs	9 pairs	9 pairs	4 pairs
Passages between Docks	2	6	7	2 (1 not in use)
Gates for passages	2 pairs	9 pairs	10 pairs	3 pairs (1 caisson not in use)
Sluices, hand	20	84	4	—
Sluices, hydraulic	—	12	22	9
Dry Docks.—Total length	—	—	—	—
Width at cope	—	—	—	—
Width at bottom	—	—	—	—
Width of entrance at T.H.W.	—	—	—	—
Width of entrance at cill level.	—	—	—	—
Depth on cill below T.H.W.	—	—	—	—

* Depth below T.H.W.

London and India Docks Joint Committee.

Particulars of Docks, 30 June 1900.

Royal Victoria and Albert Docks.	Tilbury Dock.	Cutler Street Warehouse.	Crutched Friars Warehouse.	Commercial Road Warehouse.	East Smithfield Depôt.	West Smithfield Cold Stores.
527 acres	297 acres	5 acres	1·25 acres	2·5 acres	1 acre	·25 acres.
148½ acres and also 26·80 acres of the Graving Dock or pontoon property.	286 acres.	—	—	—	—	—
3 miles	1·5 miles.	—	—	—	—	—
177 acres	73 acres.	—	—	—	—	—
350 acres	224 acres.	—	—	—	—	—
73 acres	22 acres	14 acres	4·35 acres	8·25 acres	1 acre	·85 acres.
281,000 tons	80,000 tons	30,492 tons	12,632 tons	11,978 tons	400 tons	2,605 tons.
—	—	—	—	—	—	—
364,744 sheep (1,276,604 cubic ft.)	—	—	—	—	—	100,000 sheep.
9 miles	2·75 miles.	—	—	—	—	—
12 miles	2·5 miles.	—	—	—	—	—
45 miles	26 miles.	—	—	—	—	—
Victoria Dock L. 325 ft., B. 80 ft., D.* 28 ft., outer low water depth 8 ft.	L. 700 ft., B. 80., D.* outer cill 44 ft. Depth at inner cill 38 ft. Outer low water depth 22 ft. 6 in. Depth in Tidal Basin 45 ft.	—	—	—	—	—
Gallions (old). L. 550 ft., B. 80 ft., D. 30 ft., outer low water depth 10 ft.						
Gallions (new) L. 550 ft., B. 80 ft., D. 36 ft., outer low water depth 16 ft.						
8 pairs	3 pairs.	—	—	—	—	—
4.	—	—	—	—	—	—
2 pairs.	—	—	—	—	—	—
40	50.	—	—	—	—	—
24	12.	—	—	—	—	—

No. 1.	No. 2.
410 ft.	502 ft.
77 ft. 2 in.	85 ft. 2 in.
54 ft.	62 ft.
65 ft. 2 in.	68 ft. 7 in.
52 ft. 6 in.	59 ft. 3 in.
22 ft.	22 ft.

Tilbury Dry Docks.

Western or Large Dock.		Eastern or Small Dock.	
846 ft 6 in.		846 ft. 6 in.	
92 ft. 7 in.		81 ft. 6 in.	
70 ft.		61 ft. 6 in.	
North end.	South end.	North end.	South end.
73 ft. 1 in.	77 ft. 9 in.	62 ft. 9 in.	66 ft. 9 in.
70 ft.	70 ft.	60 ft.	60 ft.
35 ft.		30 ft.	

These Docks may be subdivided into various lengths (by means of caissons), the longest of which is 547 ft. 6 in.

* Depth below T.H.W.

Appendix.

2nd Day, No. 7—continued.

Particulars of Docks, 30 June 1900—*continued.*

REFERENCE.	St. Katharine's Dock.	London Dock.	West India Dock.	East India Dock.
Pumping engines	—	4 420 I.H.P. The water in this system can be raised 1 ft. 6 in. during neap tides by means of six Cornish pumps, which are situate at the Shadwell Basin.	4 (centrif.) 760 I.H.P. By means of these the water in this system can be raised 1 ft. 6 in. during neap tides. They are situate at the new Blackwall entrance.	—
Hydraulic pumping engines	3 760 I.H.P.	—	8 509 I.H.P.	4 195 I.H.P.
Refrigerating engines	—	—	4 189 I.H.P.	—
Electric engines	3 48 I.H.P. (30, 10, 8)	3 90 I.H.P. each and 1 of 70 I.H.P.	7 280 I.H.P.	—
Other small engines	—	1 gas engine 80 I.H.P.	2	—
Locomotives	—	—	4	—
Steam cranes	—	2 (25 tons and 1 ton)	20	1
Electric cranes	—	—	1.	—
Hydraulic cranes	55	118	135 hydraulic cranes and lifts.	26
Hand cranes	27	15 (1·20 tons)	120	51
Steam travellers	—	—	—	—
Electric travellers	—	—	23.	—
Hydraulic lifts	21	22	(See hydraulic cranes and lifts.)	12
Hydraulic jiggers	6	18	29	19
Other hydraulic machines	6 (capstan, hydraulic press, and vault pumps).	46 (capstans, pumps, hydraulic press, tin-cutting machinery, and machinery to lock gates).	112	31 (various)
Hand delivery jiggers	14	12	—	—
Derricks (floating)	—	—	1 "Elephant" 20 tons at 29 ft. radius „ 35 „ „	— — —
Dredgers	—	—	2 (1 grab)	—
Tugs and mud blowers	—	1	5 (and 1 at London Dock)	1
Pontoons or dummies	1	6	12	8
Barges	1 (punt)	3	32	2.
Swing bridges over locks, &c.	1 (worked by hydraulic power).	12 (3 worked by hydraulic power).	13 (8 worked by hydraulic power and 2 others lifted by hydraulic power).	3 (1 worked by hydraulic power).
Drawbridges over locks, &c.	2	1 (hydraulic power)	2 (worked by hydraulic power).	—
Fire engines	3 (land)	4 (land)	3 (manuals on land and 1 on tug).	4 (1 hand, 1 steam, 1 on tug, and 1 chemical apparatus).

Particulars of Docks, 30 June 1900—*continued.*

Royal Victoria and Albert Docks.	Tilbury Dock.	Cutler Street Warehouse.	Crutched Friars Warehouse.	Commercial Road Warehouse.	East Smithfield Depôt.	West Smithfield Cold Stores.
8·910 I.H.P. The water in this system of Docks can be raised 9 ins. each tide by means of 3 out of 4 centrifugal pumps at Gallions Entrance R.A.D.	4 (centrif.) 1,616 I.H.P.	—	—	—	—	—
7·1,122 I.H.P.	6·525 I.H.P. (2 drainage pumps).	—	—	—	4 110 I.H.P. (disused).	—
3·846 I.H.P.	—	—	—	—	—	2 150 I.H.P. refrigerating engines.
4·510 I.H.P.	3 112 I.H.P.	—	—	2 (gas) 24 I.H.P.	—	3 60 I.H.P. each electric light.
5 90 I.H.P.	7.	—	—	—	—	—
17	4.	—	—	—	—	—
4	2 (1 of 21 cwt. and 1 of 30 cwt.).	—	—	—	—	—
—	—	—	—	—	—	—
208 hydraulic cranes and lifts	53	3	2 wall cranes	—	10.	—
24	1 (7·5 tons)	1	1.	—	—	—
—	—	—	—	—	—	—
—	—	—	—	—	—	—
(See under hydraulic cranes)	—	7 (1 passenger)	4 (2 passenger and 2 goods).	24 hydraulic hoists.	2 (wagon hoist)	4 (2 tipping).
13	—	2	—	16 wall cranes.	—	—
79 and 7 engines in station	54 (46 and 6 engines in stations).	—	—	—	5 capstans.	—
—	—	15	2	1.	—	—
2 "Titan" and "Leviathan"	1 "Mammoth."	—	—	—	—	—
"Titan" 30 tons at 47 ft. radius.	30 tons at 27 ft. radius.	—	—	—	—	—
"Leviathan" 50 tons at 51 ft. 6 in. radius.	—	—	—	—	—	—
1	1 (blower).	—	—	—	—	—
7	2.	—	—	—	—	—
17	5.	—	—	—	—	—
—	—	—	—	—	—	—
4.	—	—	—	—	—	—
—	—	—	—	—	—	—
14 (4 floating, 10 land)	1 floating on blower	2.	—	—	—	—
Landing wharf at entrance to Royal Albert Dock— Length 1,100 ft. Breadth 50 ft. Depth T.H.W. 46 ft Depth T.L.W. 27 ft.	1 steam on land.					

Appendix.
2nd Day, No. 7—continued.

London and India Docks Joint Committee.

The following are the Principal Lines of Vessels using the Docks of the Joint Committee—

St. Katharine Dock.

Argo Steamship Company's Line	Brokers	Phillipps and Graves, Botolph House, 10 East-cheap, E.C.
Clyde Line to and from Glasgow, Greenock, &c.	Owners	Clyde Shipping Company, 138, Leadenhall-street, E.C.
Kirsten Line	Brokers	Craven & Co., 3, Great St. Helens, E.C.
Mersey Steamship Company's Line	„	Forwood Brothers & Co., 3, Crosby Square, E.C.
Haller Line to and from Hull	Owners	G. R. Haller, Limited, 61, Mark Lane, E.C.

London Docks.

Aberdeen Line (to and from Port Natal)	Owners	J. T. Rennie, Son, & Co., 4, East India-avenue, Leadenhall-street, E.C.
Antwerp and Hartlepool Lines of Steamers	„	T. Ronaldson & Co., 34, Leadenhall-street, E.C.
British and Irish Steam Packet Company, Limited.	Brokers	J. Hartley & Co., 19, Leadenhall-street.
City of Cork Steam Packet Company, Limited		
Fisher, Renwick, & Co.'s Line to Manchester	Owners	Fisher, Renwick, & Co., Shadwell Basin.
General Steam Navigation Company's Line from Charente to Oporto.	„	General Steam Navigation Company, 55, Great Tower-street, E. C.
John Hall, junr., & Co.'s Line	Owner	J. Hall, junr., & Co., 1, New London-street, E.C.
Havelock Line of Steamers to Sunderland	„	W. H. Thompson, Eastern Dock.
Liverpool and Manchester Line of Steamers	Brokers	J. D. Hewett & Co., 101, Leadenhall-street. John Allen & Co., 150, Leadenhall-street, E.C.
Palgrave, Murphy, & Co.'s Line	„	Coverley and Westray, 45, Leadenhall-street, E.C.
Lund's Line (Inwards)	Owner	W. Lund, 3, East India-avenue, E.C.
Line of Steamers to and from Sunderland	Brokers	Furness, Withy, & Co., Limited, 4, Fenchurch-avenue, E.C.
Line of Steamers to and from the Channel Islands.	„	Cheesewright and Ford, St. Dunstan's Buildings, St. Dunstan's-hill, E.C.
Speed Line to and from Brussels	Owners	Compagnie Générale Maritime Bruxelloise Brussels Wharf, Shadwell Old Basin, Glamis-road, E.

West India Docks.

Atlantic Transport Line to Philadelphia and Baltimore.	Brokers	Williams, Torrey, and Field, Limited, 108, Fenchurch-street, E.C.
British and Colonial Steam Navigation Company.	Managers	Bucknall Brothers, 23, Leadenhall-street, E.C.
Caribbean Line (Inwards)	Owners	Anderson, Anderson, & Co., 5, Fenchurch-avenue, E.C.
Demerara and Berbice Line	Brokers	W. Smith & Co., 86, Leadenhall-street, E.C.
Glen Line	Owners	McGregor, Gow, & Co., 4, Lime-street, E.C.
Langridge's Line	Brokers	H. Langridge & Co., 16, Great St. Helen's, E.C.
Philadelphia Trans-Atlantic Line	„	Simpson, Spence, and Young, 41, Bishopsgate-street Within, E.C.
Houlder Brothers & Co.'s River Plate Line	„	Houlder Brothers & Co., 146, Leadenhall-street, E.C.

South-West India Dock.

Ben Line (Outwards)	Inward Brokers	Galbraith, Pembroke, & Co., 8, Austin Friars, E.C.
	Outward Brokers	Killick, Martin, & Co., 7, Fen-court, Fenchurch-street, E.C.
Caribbean Line (Outwards)	Owners	Anderson, Anderson, & Co., 5, Fenchurch-avenue, E.C.
Glen Line	„	McGregor, Gow, & Co., 4, Lime-street, E.C.
Jamacia Fruit Trading Company	Brokers	Anderson, Anderson, & Co., 5, Fenchurch-Avenue, E.C.
London Line to Australia	„	C. Bethell & Co., 110, Fenchurch-street, E.C.
Lund's Line (Outwards)	Owner	W. Lund, 3, East India-avenue, E.C.
Thames and Mersey Line	Brokers	Birt, Potter, and Hughes, 2, Fenchurch-street, E.C.
Turnbull, Martin, & Co.'s Line	„	Trinder, Anderson, & Co., Leadenhall Chambers, 4, St. Mary Axe, E.C.
Victoria Line	„	Birt, Potter, and Hughes, 2, Fenchurch-avenue, E.C.
West Australian Line	„	Bethell, Gwyn, & Co., 22, Billiter-street, E.C.

EAST INDIA DOCKS.

Aberdeen Line Sailing Ships	Owners	G. Thompson & Co., 7, Billiter-square, E.C.
Ben Line (Inwards)	Brokers	Galbraith, Pembroke, & Co., 8, Austin Friars, E.C.
Castle Line (Royal Mail)	Owners	Donald Currie & Co., 3 and 4, Fenchurch-street, E.C.
Gulf Line (to Chili and Peru)	Brokers	Westcott and Laurance, Thorners Chambers, Ingram-court, Fenchurch-street, E.C.
Natal Line of Steamers	Owners	Bullard, King & Co., 14, St. Mary Axe, E.C.
Shaw, Savill, and Albion Co.'s Sailing Ships Line.	„	Shaw, Savill, and Albion Company, 34, Leadenhall-street, E.C.

ROYAL ALBERT DOCK.

Nippon Yusen Kaisha	Owners	Nippon Yusen Kaisha, 2, Fenchurch-avenue, E.C.
Aberdeen Line (to Australia)	„	G. Thompson & Co., 7, Billiter-square, E.C.
Allan Line	Agents	Allan Brothers & Co., 103, Leadenhall-street, E.C.
Atlantic Transport Line (New York)	Owners	Williams, Torrey, and Field, Limited, 108, Fenchurch-street, E.C.
British India Steam Navigation Company	„	British India Steam Navigation Company, Great Winchester-street, E.C.
Lamport and Holt	„	Lamport and Holt, Fen-court, Fenchurch-avenue, E.C.
Messageries Maritimes de France	„	Messageries Maritimes de France, 97, Cannon-street, E.C.
National Line	„	National Steamship Company, Africa House, 44 and 45, Leadenhall-street, E.C.
New Zealand Shipping Company	„	New Zealand Shipping Company, Rochester-buildings, 138, Leadenhall-street, E.C.
Ocean Steamship Company	Brokers	John Swire and Sons, 19, Billiter-street, E.C.
Peninsular and Oriental Steam Navigation Company.	Owners	Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street, E.C.
Shaw, Savill and Albion Company	„	Shaw, Savill, and Albion Company, 34, Leadenhall-street, E.C.
Shire Line	„	Jenkins & Co., 1, Whittington-avenue, Leadenhall-street, E.C.
Wilson, Furness, and Leyland Line, New York	Agents	Allan Brothers & Co., 103, Leadenhall-street, E.C.

ROYAL VICTORIA DOCK.

Anglo-Australasian Line	Owners	W. Milburn & Co., 2–4, Billiter-avenue, E.C.
City Line	Agents	Montgomerie and Workman. 36, Gracechurch-street, E.C.
Furness Line	„	Furness, Withy, & Co., Limited, 4, Billiter-avenue, E.C.
Johnston Line	„	W. Johnston & Co., Limited, 1, St. Mary Axe, E.C.
Lund's Line (Inward)	Owner	W. Lund, 2, East India-avenue, E.C.
Prince Line to River Plate	Brokers	F. Kaye & Co., 8 and 9, Great St. Helen's, E.C.
„ „ Mediterranean		
Royal Mail Steam Packet Company	Owners	Royal Mail Steam Packet Company, 18, Moorgate-street, E.C.
Thomson Line	Brokers	Andrew Low, Son, and Carter, 27, Leadenhall-street, E.C.
Tyser and Company's Line	„	Tyser & Co., 36, Lime-street, E.C.
Star Line	„	„
Turnbull, Martin, and Company's Line (Inwards)	„	Trinder, Anderson, and Co., 4, St. Mary Axe, E.C.

Appendix.

2nd Day, No. 7—continued.

TILBURY DOCKS.

Anchor Line (Calcutta Branch)	Owners	Henderson Brothers, 18, Leadenhall-street, E.C.
Bibby Line	Brokers	A. Howden & Co., 138, Leadenhall-street, E.C.
Clan Line	Owners	Cayzer, Irvine & Co., 115, Leadenhall-street, E.C.
Harrison and Star Line	Brokers	Temperley, Carter, and Darke, 21, Billiter-street, E.C., and J. B. Westry & Co., 138, Leadenhall-street, E.C..
Kosmos Line	„	Browne, Geveke, & Co., 102, Fenchurch-street, E.C.
Orient Line	Owners	Orient Steam Navigation Company, Limited. 13, Fenchurch-avenue, E.C.
Ostend Line	„	Société John Cockerill, 110, Fenchurch-street, E.C.
Perlbach's Line	Brokers	H. J. Perlbach & Co., 113, Fenchurch-street, E.C.
Atlantic Transport Line	Agents	Williams, Torrey, and Field, Limited, 108, Fenchurch-street, E.C.
Castle Line	Managers	Donald Currie & Co., 3 and 4, Fenchurch-street, E.C.
Nippon Yusen Kaisha (Inward)	Owners	Nippon Yusen Kaisha, 2, Fenchurch-avenue, E.C.
White Star Line (Australian Branch)	Brokers	Ismay Imrie & Co., 34, Leadenhall-street, E.C.

In addition to the above there are numerous other steamers and regular lines of sailing ships arriving from and sailing for Australia, New Zealand, Cape, West Indies, United States, Canada, Mediterranean and all parts of the world, and among others which use no special dock are the—

British and Burmese Steam Navigation Company.	Brokers	Galbraith, Pembroke, & Co., 8, Austin Friars, E.C.
Star Line of Sailing Ships	„	James P. Corry & Co., 9 and 11, Fenchurch-avenue, E.C.

LIST of PARTIES to whom Import Berths are appropriated, and the Situation of such Berths.

Names.	Dock.	Situation of Berth. Position.
Peninsular and Oriental Steam Navigation Company	Royal Albert	Sheds 5, 7, 9, 11, 13.
John Swire and Sons	„	„ 29, 31, 33.
Messageries Maritimes de France	„	„ 27.
The Atlantic Transport Company, Limited	„	„ 22, 24.
The Wilson and Furness Leyland Line, Limited	„	„ 10, 12, 14.
New Zealand Shipping Company	„	„ 20.
National Steamship Company	„	„ 16, 18.
Shaw, Savill, and Albion Company	„	„ 8.
British India Steam Navigation Company, and Gray, Dawes, & Co.	„	„ 26, 28.
G. Thompson & Co.	„	„ 6.
W. Johnston & Co., Limited	Royal Victoria	D Jetty.
Furness, Withy, & Co., Limited	„	B „
Royal Mail Steam Packet Company	„	H „
Tyser & Co.	„	C „
G. Smith and Sons, and Montgomerie and Workman	„	A „
Wm. Thompson and Sons	„	I „
Ditto	„	23 Shed.
Philadelphia Transatlantic Line	West India	Sheds 1 and 2.
Atlantic Transport Company	„	„ 6, 7 and 8.
Furness, Withy, & Co., Limited	South West India	„ 6 and 15A.
Bibby Brothers	Tilbury	„ A and half of B.
Cayzer, Irvine, & Co.	„	„ I, J, half of H, and half of N.
Nippon Yusen Kaisha	„	„ P.
T. and J. Harrison	„	„ R and half of V.
Atlantic Transport Company	„	„ W, X, Y, and Z.

8. TABLE showing the NUMBER and NET REGISTERED TONNAGE of LOADED VESSELS, from FOREIGN and COLONIAL PORTS, entering each of the DOCKS controlled by the LONDON AND INDIA DOCKS JOINT COMMITTEE to discharge, for the Years 1865 to 1899 inclusive.

Appendix.
2nd Day, No. 8.

8. TABLE showing the NUMBER and NET REGISTERED TONNAGE of LOADED VESSELS, from DOCKS JOINT COMMITTEE to discharge,

(Handed in by Mr. C. J. C. Scott

(Compiled from the Records of H.M. Customs and the

YEAR.	LONDON AND ST. KATHARINE DOCKS COMPANY'S SYSTEM.														
	LONDON DOCK.			ST. KATHARINE DOCK.			VICTORIA DOCK.			ALBERT DOCK.			TOTAL.		
	Vessels.	Tonnage.	Average tons per ship.	Vessels.	Tonnage.	Average tons per ship.	Vessels.	Tonnage.	Average tons per ship.	Vessels.	Tonnage.	Average tons per ship.	Vessels.	Tonnage.	Average tons per ship.
1865 -	887	421,907	475	486	153,860	316	461	327,642	710	—	—	—	1,834	903,409	493
1866 -	919	458,880	499	459	142,443	310	425	330,286	777	—	—	—	1,803	931,609	517
1867 -	888	452,743	509	385	137,583	357	422	361,527	857	—	—	—	1,695	951,853	561
1868 -	799	412,056	526	448	156,321	349	418	396,894	949	—	—	—	1,665	965,271	579
1869 -	776	426,961	551	390	135,677	348	492	432,745	879	—	—	—	1,658	995,383	600
1870 -	688	390,888	568	384	132,681	345	539	510,273	946	—	—	—	1,614	1,035,792	632
1871 -	643	373,234	580	348	126,941	365	489	480,994	984	—	—	—	1,480	981,169	662
1872 -	701	404,237	576	344	128,761	374	401	436,969	1,089	—	—	—	1,446	969,967	671
1873 -	691	390,297	565	397	148,711	375	463	523,557	1,131	—	—	—	1,551	1,062,565	685
1874 -	662	383,706	580	374	137,573	368	539	603,185	1,120	—	—	—	1,575	1,123,464	713
1875 -	674	409,577	608	349	135,707	390	475	606,250	1,276	—	—	—	1,498	1,151,534	769
1876 -	694	440,496	635	299	120,816	404	553	726,022	1,313	—	—	—	1,546	1,287,334	833
1877 -	637	435,310	683	302	134,356	444	517	739,926	1,431	—	—	—	1,456	1,309,952	899
1878 -	658	451,002	687	262	111,811	427	526	736,542	1,400	—	—	—	1,446	1,300,255	899
1879 -	645	429,805	668	218	88,538	406	487	744,805	1,530	Dock opened July 1880.		—	1,350	1,263,148	936
1880 -	639	473,608	741	223	94,617	424	551	807,080	1,465	87	156,682	1,801	1,500	1,531,987	1,021
1881 -	578	436,172	755	153	70,778	448	388	550,978	1,420	291	529,075	1,818	1,415	1,586,998	1,121
1882 -	547	430,653	787	131	68,239	521	296	416,653	1,409	410	623,065	1,527	1,384	1,541,610	1,114
1883 -	545	415,906	763	118	60,282	557	377	457,765	1,214	465	833,719	1,793	1,505	1,767,672	1,174
1884 -	554	429,950	776	156	100,928	647	393	498,807	1,270	443	844,785	1,907	1,546	1,874,470	1,212
1885 -	542	429,831	776	149	109,139	733	414	554,121	1,339	474	889,144	1,876	1,579	1,982,235	1,255
1886 -	520	408,238	782	229	190,775	834	428	607,070	1,418	451	897,932	1,991	1,628	2,104,215	1,292
1887 -	503	380,530	756	383	213,428	557	297	442,699	1,490	418	360,550	2,059	1,601	1,897,207	1,185
1888 -	519	431,923	832	407	234 045	575	333	481,352	1,446	423	878,952	2,078	1,682	2,026,272	1,205
1889 -	512	434,011	848	234	149,708	639	307	497,537	1,621	380	807,118	2,124	1,433	1,888,374	1,318
1890 -	478	412,828	864	220	151,823	690	314	544,487	1,734	421	897,438	2,132	1,433	2,006,576	1,400
1891 -	487	455,888	936	215	153,663	715	282	514,592	1,825	426	982,959	2,308	1,410	2,107,107	1,494
1892 -	482	463,771	962	207	152,104	735	333	599,194	1,799	403	937,357	2,297	1,430	2,152,426	1,505
1893 -	438	415,110	948	213	156,723	736	330	613,700	1,859	434	1,025,475	2,363	1,415	2,211,008	1,562
1894 -	466	458,882	985	251	184,146	734	403	777,072	1,928	463	1,164,931	2,516	1,583	2,585,031	1,633
1895 -	474	461,646	974	253	190,035	751	358	680,944	1,902	426	1,113,168	2,613	1,511	2,445,793	1,618
1896 -	482	397,593	825	289	195,521	676	435	872,733	2,006	458	1,202,625	2,626	1,664	2,668,472	1,604
1897 -	503	455,504	905	289	206,662	715	409	849,755	2,078	466	1,311,778	2,918	1,667	2,823,689	1,694
1898 -	517	450,166	871	329	202,349	615	358	744,562	2,080	480	1,400,569	2,815	1,684	2,797,646	1,661
1899 -	571	447,988	785	326	200,731	616	204	37,492	2,097	476	1,455,924	3,059	1,677	2,742,135	1,635

* NOTE.—The figures for the first six years of this return, as regards the Docks in the East and West India Dock Company's System, include loaded vessels entering, whether from Foreign Ports or Coastwise. and they are therefore not comparable with th figures of subsequent years.

FOREIGN and COLONIAL PORTS, entering each of the DOCKS controlled by the LONDON AND INDIA for the Years 1865 to 1899 inclusive.

on the Second Day. See Question 626.)

Records kept by the Joint Committee.)

EAST AND WEST INDIA DOCK COMPANY'S SYSTEM.															GRAND TOTAL.		
WEST INDIA DOCK.			EAST INDIA DOCK.			SOUTH WEST INDIA DOCK.			TILBURY DOCK.			TOTAL.					
Vessels.	Tonnage.	Average tons per ship.	Vessels.	Tonnage.	Average tons per ship.	Vessels.	Tonnage.	Average tons per ship.	Vessels.	Tonnage.	Average tons per ship.	Vessels.	Tonnage.	Average tons per ship.	Vessels.	Tonnage.	Average tons per ship.
1,940	496,874	256	291	284,726	978	1,060	(City Canal) 148,636	140	-	—	—	3,291	930,236	283	5,125	1,833,695	358
1,787	491,942	275	266	244,095	918	849	118,118	139	-	—	—	2,902	854,155	294	4,705	1,785,764	380
2,044	481,905	235	253	246,139	973	Canal closed 1st October 1863; enlarged and opened as South Dock 5th March 1870.		—	-	—	—	2,297	728,104	318	3,992	1,679,957	421
1,971	469,821	238	261	248,959	954			—	-	—	—	2,232	718,780	322	3,897	1,684,051	432
1,691	436,519	258	234	223,552	846			—	-	—	—	1,955	660,071	337	3,613	1,655,454	458
1,616	448,027	277	271	229,227	845	115	72,787	633	-	—	—	2,002	750,041	375	3,616	1,785,333	494
1,033	347,774	336	239	219,205	916	167	134,945	808	-	—	—	1,439	701,924	488	2,919	1,683,093	576
1,128	337,523	300	194	181,152	934	189	198,834	1,052	-	—	—	1,511	717,509	475	2,957	1,687,476	571
977	344,198	352	176	165,388	972	211	210,095	996	-	—	—	1,358	719,681	529	2,909	1,782,246	613
1,054	347,306	329	214	195,636	914	216	244,968	1,134	-	—	—	1,484	787,910	531	3,059	1,911,374	625
1,217	385,856	317	190	174,935	921	202	242,280	1 199	-	—	—	1,609	803,069	500	3,107	1,954,603	691
1,022	362,284	354	196	198,388	1,012	217	265,861	1 225	-	—	—	1,435	826,583	576	2,981	2,118,867	709
1,157	384,696	333	204	214,981	1,054	200	262,463	1,312	-	—	—	1,561	862,140	552	3,017	2,171,872	718
1,050	339,688	323	170	181,472	1,067	198	267,433	1,350	-	—	—	1,418	788,593	556	2,864	2,088,848	729
978	338,974	346	166	170,807	1,029	226	294,964	1,305	-	—	—	1,370	804,745	595	2,720	2,067,893	760
847	320,066	378	209	257,928	1,234	205	262,577	1,281	-	—	—	1,261	840,571	666	2,761	2,372,508	859
650	284,639	438	225	276,472	1,229	172	208,164	1,210	-	—	—	1,047	769,275	735	2,462	2,356,273	953
640	285,494	446	188	253,848	1,350	155	201,471	1,301	-	—	—	983	740,808	753	2,387	2,282,418	956
536	260,556	486	195	265,860	1,363	169	249,401	1,475	-	—	—	900	775,817	862	2,405	2,543,439	1,058
505	271,999	538	186	269,031	1,446	158	241,122	1,526	-	—	—	849	782,152	921	2,395	2,656,622	1,109
402	220,153	547	143	222,484	1,556	142	228,590	1,609	Dock opened April 1886.		—	687	671,227	977	2,266	2,653,462	1,171
370	229,615	620	137	206,689	1,508	118	170,937	1.448	51	86,771	1.701	676	694,002	1,027	2,304	2,798,218	1,214
331	194,704	588	133	192,645	1,449	125	174,140	1,360	165	343,431	2,081	757	904,920	1,196	2,341	2,802,127	1,197
294	172,747	587	124	182,111	1,468	149	203,895	1,370	†263 *158*	388,650 *332,539*	1,477 *2,104*	830	947,408	1,141	2,512	2,973,675	1,183
243	145,939	601	146	220,425	1,510	121	174,293	1,440	295 *172*	409,950 *342,945*	1,390 *1,994*	805	950,607	1,180	2,238	2,838,981	1,268
219	137,510	628	140	214,495	1,532	129	201,792	1,564	301 *184*	447,603 *386,046*	1,487 *2,093*	789	1,001,400	1,269	2,222	3,007,976	1,354
213	121,373	569	137	221,611	1,618	129	218,785	1,696	346 *232*	542,609 *480,684*	1,568 *2,072*	825	1,104,378	1,339	2,235	3,181,485	1,423
212	124,194	586	133	226,377	1,702	120	207,979	1,733	420 *287*	743,138 *668,479*	1,769 *2,329*	885	1,301,688	1,471	2,315	3,454,114	1,492
108	57,635	534	115	196,715	1,710	120	190,434	1,587	393 *259*	647,478 *578,257*	1,647 *2,232*	736	1,092,262	1,484	2,151	3,303,279	1,536
123	74,703	607	109	184,502	1,693	105	160,150	1,525	316 *201*	516,288 *457,155*	1,634 *2,274*	653	935,643	1,433	2,236	3,520,674	1,575
191	236,322	1,237	142	206,344	1,453	71	110,389	1,555	310 *189*	518,705 *455,551*	1,673 *2,401*	714	1,071,760	1,501	2,225	3,517,553	1,581
217	286,032	1,318	120	158,616	1,322	65	117,139	1,802	433 *183*	558,589 *457,922*	1,156 *2,502*	885	1,120,376	1,266	2,549	3,788,848	1,486
151	231,364	1,532	130	197,585	1,522	73	116,624	1,599	656 *226*	732,901 *571,041*	1,117 *2,527*	1,010	1,278,744	1,266	2,677	4.102,433	1,539
171	251,526	1,471	137	238,232	1,739	78	120,049	1,539	673 *243*	816,859 *648,242*	1,214 *2,668*	1,059	1,426,666	1,347	2,743	4,224,312	1,540
185	292,084	1,579	176	275,315	1,564	88	132,373	1,504	674 *244*	839,482 *696,058*	1,245 *2,853*	1,123	1,539,254	1,371	2,800	4,281,389	1,529

New entrance constructed in these years.

† NOTE.—The figures for the Tilbury Dock since 1887 are shown in roman and italicised figures, the roman figures representing the total for all loaded vessels entering that Dock from Foreign and Colonial Ports, and the italicised figures representing that total after deducting the figures for two lines of small vessels which commenced to run from Hamburg and Ostend to Tilbury in 1888 and 1897 respectively, and have since 1888 entered the Dock at very short intervals of time. The inclusion of these small vessels would consequently give an erroneous impression that the average tonnage of the vessels entering this Dock has not increased, whereas in fact the contrary is the case.

Appendix.

2nd Day, No. 9.

9. STATEMENT as to the LARGEST SHIPS AFLOAT and the ABILITY of the DOCKS to RECEIVE THEM.

(Handed in by Mr. C. J. C. Scott on the Second Day. See Question 643.)

There is no ship afloat that cannot enter Tilbury Dock, and only 28 ships that cannot enter the Albert Dock During the past 10 years the following steamers over 7,000 tons gross have been built—

In United Kingdom - - - - -	90	Average Length - -	490 feet.
In Foreign Countries - - - -	30	Average Length - -	522 feet.
	120		

These 120 ships have included the following English ships over 600 feet in length and 65 feet beam :—

	Length.	Beam.	Tons.
"Oceanic" - - - - - - - -	685·7	68·3	17,274
"Campania" - - - - - - -	601·0	65·2	12,950
"Lucania" - - - - - - - -	601·0	65·2	12,952
"Minneapolis" - - - - - - - -	600·7	65·5	13,401
"Minnehaha" - - - - - -	600·0	65·0	13,401

And the following Foreign ships over 600 feet in length and 65 feet beam :—

	Length.	Beam.	Tons.
"Deutschland" - - - - - - -	662·7	67·0	15,500
"Kaiser Wilhelm der Grosse" - - -	626·7	66·0	14,349

Thus there are only seven ships out of the total number of 120 above referred to which are over 600 × 65. All these could enter Tilbury Dock, and the "Minneapolis" and "Minnehaha" regularly use that Dock.

The Albert Dock can take ships up to, say, 536 feet long. Only 18 English and nine foreign ships out of the above 120 are over 536 feet in length.

10. Particulars of the Accommodation and Constitution of Out-ports and the Return on Capital Invested in Dock and Harbour Accommodation.

(Handed in by Mr. C. J. C. Scott on the Second Day. See Question 653.)

The first portion of this return is based on information furnished in most cases by the Port authorities. In cases where no reply has been sent to the inquiry, "Lloyds Register of Shipping" and the "Shipping World Year Book" and other sources of information have been consulted. Though the various authorities do not always agree, the return will, it is believed, be found generally reliable.

Attention is directed to the fact that the limits of the ports as fixed by the Board of Trade are seldom identical with the limits of the town from which the port takes its name. In some cases other ports are included. For instance the Port of London includes Queenboro'. Cardiff includes Barry and Penarth. Swansea includes Port Talbot. The Port of Belfast includes four other ports besides the city of Belfast itself. Cowes includes the whole of the Isle of Wight. In one or two cases the port is less important than the sub-port. Take for instance Beaumaris, which is an insignificant port in itself but includes Holyhead, which has considerable accommodation, does a large trade, and is a mail port. Gloucester too is an instance in the same category.

In Part III. of the County Council return entitled "Port of London Dock Accommodation," this inclusion of more than one port under one name has been overlooked and where they give the governing body they have only had in mind the town giving the name to the Port. This had led the compiler into several errors to which attention is called in the notes.

Where the sub-port is of any commercial importance it has been included in the accompanying return, but it has not been thought worth while to burden the columns with details of scores of small quays and piers at insignificant ports or at seaside resorts, though strictly they ought perhaps to come in.

The County Council return is not always accurate in the method of setting out the share of municipalities or public bodies in the government of the various ports. For instance Lynn is given as a municipal port. As a fact, though the river is governed by a Commission, the docks of Lynn are worked by a private company,—not a very successful one. Runcorn Docks are stated to be publicly owned, but they are the property of the Manchester Ship Canal Company.

It is, however, the list of those ports "municipal in part" which is most misleading. In any case where there is a Harbour Commission in a port it has been treated in the return of the London County Council as the "governing body" of the port, though its functions may only be those of conserving a river dredging or maintaining old harbour works, or collecting dues from owners of vessels and goods. In the following important ports, the administration of the real facilities, *i.e.*, the dock accommodation of the port—is in the hands of dock or railway companies or other private owners, though from the London County Council return it might be gathered that the municipality were the predominant partners in the management of the undertakings, viz.:—

Alloa.	London.
Falmouth.	Newport.
Gloucester.	Southampton.
Hartlepool.	Port Talbot (included in Swansea).
Harwich.	Tees Ports.
Hull.	Tyne Ports (largely private management).

It is worth noting that in England and Wales, at only four of the most important commercial ports (taking those with more than 1,000,000 tons entering annually) is the control of the docks entrusted to the municipality or to public bodies. Those that are so entrusted are—

Bristol.	Liverpool.
Dover.	Sunderland.

Bristol Docks are a failure financially. The Dover accommodation is owned by the Government and the financial results are not known.

On the other hand there are eight important ports where the docks are worked as private enterprises, viz.:—

Cardiff.	Manchester.
Grimsby.	Middlesborough.
Hull.	Newport.
London.	Southampton.

At Swansea and the Tyne Ports both systems are in operation, some of the docks being worked by the Trusts and some by railway companies.

In Scotland and Ireland the docks are with few exceptions managed by commissioners either on behalf of a Government department or the town itself. There are obvious reasons for this.

The County Council have omitted Plymouth and Blyth (two important ports) from their return, and also Borrowstoness and the Isle of Man.

Columns are given showing the value of imports of foreign and colonial merchandise and value of exports to foreign countries and British possessions. These figures show the interest of the port in *foreign and colonial trade only*. No figures are accessible which show the value of the coastwise trade.

The expression "import" and "export" when applied to trade under the head of "Notes" of course refers to all goods entering or leaving the port whether foreign, colonial or coastwise.

The second portion of the return speaks for itself, and is compiled from the accounts of the undertakings

Appendix.

2nd Day, No. 10—continued.

(a) Statement giving particulars of the Trade carried on the Accommodation

Name of Port.	Tonnage entering in 1898.					Goods Value.		
	Foreign.		Coastwise.		Total.	Value of Imports of Foreign and Colonial Merchandise.	Value of Exports to Foreign Countries and British Possessions.	Total Value.
	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.				
						£	£	£
Aberdeen	142,389	5,510	761,485	27,025	936,409	927,624	145,118	1,072,742
Aberystwith	3,421	—	22,895	1,478	27,794	14,970	—	14,970
Alloa	77,774	31,688	6,417	61,125	177,004	201,912	97,911	299,823
Arbroath	13,928	111	14,064	2,485	30,588	132,972	4,470	137,442
Ardrossan	249,637	9,367	187,229	288,087	734,320	463 015	202,066	665,081
Ayr (including Govan)	102,198	495	136,722	159,818	399,233	207.495	14,536	222,031
Banff	4,009	750	32,600	6,413	43,772	14,011	62,336	76,347
Barnstaple (including Ilfracombe).	2,001	2,953	112,732	86,125	203,811	12,061	1,046	13,107
Barrow	161,484	8,404	200,930	246,946	617,764	450,903	340,333	791,236
Beaumaris (including Holyhead).	19,18	1,781	470,62b	894,905	1,377,493	67,748	13,083	80 831

Provided, and the Governing Bodies at the Ports of the United Kingdom

Wet Docks.		Tidal Harbour or Riverside Quays.		Accommodation for Repair of Ships.	Notes.
Water Area.	Length of Quay.	Water Area of Harbour.	Length of Quays.		
Acres.	*Feet.*	*Acres.*	*Feet.*		
33½	6,300	56	9,200	One graving dock 524 feet long, and one floating graving dock; three patent slips.	The docks and graving docks are owned by Commissioners. The patent slips are owned privately. The imports are principally coal, lime and iron. Exports, cattle, oats, granite and fish.
Nil	Nil	4½	1,030	Nil	Harbour dry at low water spring tides. For several years there has been an excess of expenditure over revenue. The harbour is governed by the Corporation. The imports are coal and timber. Exports, lead and copper ore and bark.
3	1,600	Area not obtainable.	1,200	One graving dock 210 feet long.	The London County Council say that Governing Body are the Port and Harbour Trustees. The docks are worked by the North British Railway Company. Grain and timber are imported, and pig-iron and coal are exported.
2½	1,300	3¾	1,500	Patent slip	Only two feet of water at low water spring tides in harbour. The authority is a harbour trust. The imports are of a general character. Exports, sailcloth yarns and linen.
14	4,100	10	2,600	One graving dock 260 feet long and a slipway.	The docks are worked by a limited company. Iron ore is imported. Exports are coal and pig-iron.
8	2,000	15	7,000	Patent slip 800 feet long	The authority at Ayr is a harbour trust. Import and export of minerals.
Nil	Nil	3½	900	Patent slip for small vessels	Only two feet of water at low water spring tides. Harbour controlled by trust. General import trade. Exports are timber, corn and herrings.
Nil	Nil	*See* note		Two graving docks at Appledore for ships of 600 tons burden.	Harbour dry at low water. Ilfracombe has a harbour of 10 acres with quayage of 600 feet. The accommodation at Barnstaple is not given. The Town Council control the accommodation at Barnstaple, where the general business of a county port is carried on. The Ilfracombe traffic is chiefly excursion traffic. The harbour there is in the hands of Court of Chancery Receivers.
300	22,000	Nil	Nil	"Depositing" dock and a graving dock 500 feet long.	More than half the water area is reserved for floating timber. Only a small proportion of the quays of the remaining area are fitted up for the discharge of ships. The docks are worked by the Furness Railway Company. General merchandise is imported. Iron ore, pig-iron and steel rails are principal exports.
Nil	Nil	667	2,000	Graving dock 307 feet long	No accommodation of any sort at Beaumaris except a natural harbour. The trade is done at Holyhead, in respect of which particulars of the accommodation are given. There are other quays owned privately. Holyhead is an important mail port.

Appendix.

2nd Day, No. 10 continued.

(*a*) STATEMENT giving particulars of the Trade carried on, the Accommodation

Name of Port.	Tonnage entering in 1898.					Goods Value.		
	Foreign.		Coastwise.		Total.	Value of Imports of Foreign and Colonial Merchandise.	Value of Exports to Foreign Countries and British Possessions.	Total Value.
	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.				
						£	£	£
Belfast (including Carrickfergus, Ardglass, Larne and Donaghadee).	372,570	—	1,991,067	128,421	2,492,058	4,697,357	509,840	5,207,197
Berwick-on-Tweed	16,366	95	10,380	5,197	32,038	86,557	10,726	97,283
Blyth	13,219	927,304	4,623	770,049	1,715,195	35,232	1,255,255	1,290,487
Borrowstoness or Bo'ness	115,917	104,165	42,651	63,434	326,167	223,612	219,582	443,194
Boston	90,203	3,542	22,091	6,720	122,556	823,093	240,577	1,063,670
Bridgwater	14,903	36	138,790	15,950	169,679	99,832	2,233	102,065
Bristol	736,866	677	698,617	79,666	1,515,826	11,057,715	1,411,538	12,469,253
Campbeltown	3,902	—	92,674	12,306	108,882	42,086	—	42,086
Cardiff (including Barry and Penarth).	847,242	2,341,357	385,942	2,803,648	6,378,189	2,612,327	5,594,170	8,136,497
Cardigan	149	—	17,278	847	13,274	800	—	800

Provided, and the Governing Bodies at the Ports of the United Kingdom—*continued.*

Wet Docks.		Tidal Harbour or Riverside Quays.		Accommodation for Repair of Ships.	Notes.
Water Area.	Length of Quay.	Water Area of Harbour.	Length of Quay.		
Acres.	*Feet.*	*Acres.*	*Feet.*		
42	12,000	See note	11,000	Four graving docks at Belfast with length of 800, 451, 287, 245 feet.	The dock accommodation shown is at Belfast. The accommodation under the head of harbour is that of quays and jetty on the River Lagan at Belfast. The authority at Belfast is a Harbour Commission. There is a small harbour at Carrickfergus worked by Harbour Commissioners, and a graving dock. At Donaghadee there is a harbour of 16 acres controlled by the Commissioners of Public Works in Ireland. They also control at Ardglass a harbour of 60 acres with little quayage, used for fishing boats chiefly. At Larne, the harbour with 1,500 feet of quay is owned by a private company. General trade.
5	1,500	Given as "large."	900	- - Nil - -	Harbour controlled by Commissioners. There are only 5 feet of water at low water spring tides in harbour. Imports are timber and manure. Exports are coal and fish.
Nil	Nil	90	10,000	Five graving docks, largest being 480 feet long, and one floating dock.	This port, although one of the most important on the East Coast, does not appear in the London County Council return. It is administered by Harbour Commissioners. The graving docks are the property of a private company. It is a port for the shipment of coals.
7¾	2,400	22	1,900	- - Nil - -	This port, which does an import trade in timber, grain, manure, &c., and exports coal, is not included in the London County Council return. It is governed by Commissioners.
7	2,400	*See* note	5,000	Only patent slip for vessels 500 tons gross register.	Harbour Commissioners control the port. The accommodation under the head of harbour is that of quays and wharves on the River Witham. Import trade is general. Exports are corn, coal and machinery.
16½	600	*See* note	1,100	Two graving docks 108 and 105 feet long, and gridiron.	The accommodation under the head of harbour is that of quays on the River Parrett controlled by the Corporation. General imports. Exports are chiefly brickyard goods.
94	19,000	Nil	Nil	Several private graving docks, the largest of which is about 500 feet long.	The docks are owned by the city. The trade is a general one, chiefly with America.
Nil	Nil	5	2,000	Slip only - - - -	Part of the harbour is dry at low water. The harbour is worked by the Town Council. Imports are barley and coals. Exports coals deals and whiskey.
298	61,000	25	15,600	Fourteen graving docks—largest being 867 feet, 635 feet, 600 feet, 600 feet, and 376 feet long, one slipway and one gridiron.	Some of the accommodation consists of sloping banks only. There are very few warehouses, the business being almost entirely confined to the shipment of coal from railway trucks. In addition to the accommodation shown, there are timber ponds with an area of 65 acres at Cardiff. All the docks are worked by private companies. The harbour accommodation is at Penarth, where there is no dock accommodation.
Nil	Nil	*See* note		Patent slipway only - -	No docks or harbour. Can get no information as to quay accommodation, except that it belongs to private individuals. The size of vessels accommodated may be gathered from the fact that the average size of ships dealt with is 45 tons. Small trade in coal, bricks and slates.

c Appendix. 2nd Day, No. 10 —continued.

(a)—STATEMENT giving particulars of the Trade carried on, the Accommodation

Name of Port	Tonnage entering in 1898.					Goods Value.		
	Foreign.		Coastwise.		Total.	Value of Imports of Foreign and Colonial Merchandise.	Value of Exports to Foreign Countries and British Possessions.	Total Value.
	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.				
						£	£	£
Carlisle c - -	14,580	—	96,626	10,572	121,778	119,010	—	119,010
Carnarvon (including Portmadoc).	3,960	2,800	57,992	81,509	146,261	17,224	152,468	169,692
Channel Islands -	74,167	32,956	—	—	107,123	—	Not given	—
Chester - - -	26,339	—	63,062	78,522	167,923	70,350	16,058	86,408
Colchester - -	5,551	2,062	25,843	2,592	36,048	29,205	4,424	33,629
Coleraine - - -	1,171	—	49,654	12,278	63,103	7,099	—	7,099
Cork - - -	141,828	3,089	539,218	21,224	705,359	1,166,469	22,897	1,189,366
Cowes (including all the Isle of Wight).	2,361	67	255,498	2,019,965	2,277,891	14,764	7,299	22,063
Dartmouth - -	2,647	76	119,685	35,877	158,285	8,002	1,705	9,707
Dover - - - -	616,290	292,394	156,247	63,199	1,128,130	9,451,780	3,070,107	12,521,887
Drogheda - - -	3,690	—	101,042	17,546	122,278	7,520	—	7,520
Dublin (including Kingstown.)	210,127	—	1,554,096	635,073	2,399,296	2,431,694	67,051	2,498,745

Provided, and the Governing Bodies at the Ports of the United Kingdom—*continued.*

Wet Docks.		Tidal Harbour or Riverside Quays.		Accommodation for Repair of Ships.	Notes.
Water Area.	Length of Quay.	Water Area of Harbour.	Length of Quays		
Acres.	*Feet.*	*Acres.*	*Feet.*		
6	200	4	1,600	- - - - -	The London County Council say that the Port of Carlisle is under the jurisdiction of the Carlisle Canal Company. The Carlisle Canal was done away with 50 years ago, and converted into a railway, and there are no docks at Carlisle or Port Carlisle. The port is now Silloth, 22 miles away from Carlisle, and the docks shown are there and belong to a railway company.
Nil	Nil	24	8,000	Gridiron and patent slip -	Harbour trustees work the harbour at Carnarvon. At Portmadoc it is stated that there is no harbour authority. Only 14 feet of water at spring tides. Slate exports.
Nil	Nil	Guernsey 72 Jersey - 56 Ald'ney . 196	4,500 9,800 Harbour of refuge only.	Two slips, 600 tons - - One floating dry dock, 400 tons.	At Guernsey and Jersey the States of the Islands control the harbours. At Alderney the authority is the Board of Trade. Early market produce are the principal exports, the imports being general.
		324	14,300		
Not obtainable	7,800	- *See* note -		- - Nil - -	The Port of Chester is administered by the Dee Conservancy. It includes Saltney, Connah's Quay, Flint, and a few other small places. There are wharves and some small docks at these places owned by railway companies and others, and about 1,000 acres of roadstead for shipping. The total gross receipts of the Conservators for 1899 were only 1,269*l.*
Nil	Nil	*See* note	2,000	- - Nil - -	The accommodation is quayage on the River Colne between Colchester and the mouth of the river. Only vessels of 160 tons register can get up to Colchester. The Corporation of Colchester control the port. Imports are grain and timber. Exports are oysters and local produce.
Nil	Nil	Not given	400	- - Nil - -	Governed by Harbour Commissioners. Coasting trade in cattle and local produee.
Nil	Nil	Natural harbour. 46½ acres of water between quays.	About 4 miles.	Five graving docks - - Two gridirons. Two patent slips.	Cork includes Queenstown. The port is administered by Commissioners. General goods are imported. Grain, butter and provisions are the principal exports. Mail port.
Nil	Nil	*See* note	300	One graving dock, 260 feet long, and 12 slips or gridirons.	Yachting centre and anchorage. No commercial trade of importance. Accommodation in the island consists of a few piers and jetties, some of which are owned by public bodies and others by private owners. The County Council return is misleading.
Nil	Nil	*See* note	700	- - Nil - -	The accommodation is a wharf and pier on the River Dart under the control of Harbour Commissioners. Vessels are coaled in this port.
13	4,600	13½	2,500	Slip only - - - -	The South Eastern and Chatham Railways have representatives on the Harbour Board who control the dock and harbour. Large passenger trade. The goods imported are lace, wine, silk, watches and other valuable goods.
Nil	Nil	15	4,100	Slip only - - - -	Harbour Commissioners are the authority. The imports are timber, grain and coals. Cattle and horses are exported.
45	16,700	300	18,000	Three graving docks, longest 420 fee gridiron and two slips.	One of these docks with about 7,000 feet of quay is the property of the Midland Railway Company of Ireland. General trade and mail port.

Appendix.

2nd Day, No. 10 —continued.

(a)—STATEMENT giving particulars of Trade carried on, the Accommodation

Name of Port.	Tonnage entering in 1898.					Goods Value.		
	Foreign.		Coastwise.		Total.	Value of Imports of Foreign and Colonial Merchandise.	Value of Exports to Foreign Countries and British Possessions.	Total Value.
	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.				
						£	£	£
Dumfries [b]	916	—	22,561	1,673	25,150	8,347	—	8,347
Dundalk	5,064	—	120,427	994	126,485	32,366	—	32,366
Dundee	309,698	2,288	244,746	22,759	579,491	3,911,219	1,112,553	5,023,772
Exeter	11,588	—	47,894	19,851	79,333	117,665	2,169	119,834
Falmouth	66,117	950	258,515	21,852	347,434	158,026	178,229	336,255
Faversham	9,338	—	80,743	1,291	91,372	31,769	8,947	40,716
Fleetwood	90,907	1,405	216,004	128,515	436,831	492,300	19,173	511,473
Folkestone	331,965	35,919	45,259	70,483	483,626	15,288,084	1,509,240	16,797,324
Fowey	8,244	41,855	83,869	126,739	260,707	22,159	196,565	218,724
Fraserburgh	7,631	16,069	19,748	19,747	63,195	23,800	328,852	352,652
Galway	15,007	—	28,947	215	44,169	144,877	—	144,877
Glasgow	1,301,094	156,611	1,786,587	465,914	3,710,206	12,788,374	13,599,864	26,388,238
Gloucester (including Sharpness)	248,190	3,416	74,316	184,952	510,874	2,430,993	153,030	2,584,023

Provided, and the Governing Bodies at the Ports of the United Kingdom—*continued.*

Wet Docks.		Total Harbour or Riverside Quays.		Accommodation for Repair of Ships.	Notes.
Water Area.	Length of Quay.	Water Area of Harbour.	Length of Quays.		
Acres.	*Feet.*	*Acres.*	*Feet.*		
Nil	Nil	See note	1,300	Nil	Quays on River Nith only. The greatest depth at low water is 5 feet. Commissioners control the port. Exports are potatoes, seeds, and timber.
—	See note.	—	—	Slip only	No particulars obtainable except that there is a harbour available for vessels about 1,000 tons register, and that there are "numerous quays" and good warehouse accommodation, worked by commissioners. Imports of manufactured goods, and exports of cattle, butter, &c.
30¼	10,350	5¾	2,400	Two graving docks 566 feet and 278 feet long and patent slip.	Harbour Trust. Imports, timber, flax, hemp and jute. Exports, linen, sacking, paper, yarns, &c.
Nil	Nil	Canal basin	3,310	Gridiron 160 ft. at Exmouth	Governed by the town. General trade.
Nil	Nil	42	5,000	Two graving docks 537 feet and 350 feet long.	The Falmouth Dock Company control the harbour and graving docks, though the London County Council state the governing body to be the Harbour Commissioners. Grain and manure are imported. Exports granite, copper ore and china clay.
Nil	Nil	See note		Nil	The Commission controls a creek without quay or dock accommodation. At low water there is practically no water except a small stream in the centre, and all vessels are on the mud. General trade.
10	2,800	See note	3,800	Gridiron only	Also a timber pond of 15 acres. Harbour mostly dry at low water spring tides. It is formed by piers across estuary of River Wyre. The port is controlled jointly by two railway companies. General trade.
Nil.	Nil.	14	1,200	Gridiron only	Harbour dry at low water. The quays are only available for the boats of the South-Eastern Railway Company, who own the harbour. Same trade as Dover.
Nil.	Nil.	Natural harbour.	See note	Nil	A few jetties belonging to the Great Western Railway Company for discharge of small vessels. Harbour Commissioners control the port. China clay is the chief business.
Nil.	Nil.	20	7,000	Nil	Commissioners own the port. Coal, lime and iron are imported. Exports are oats, potatoes and herrings.
5	2,360	See note	Nil.	Nil	Commissioners adminster the port. There is a roadstead of about 120 acres. General trade is carried on.
Nil.	Nil.	206	45,000	Three graving docks owned by Trust—880 feet, 575 feet, 551 feet long, and several smaller graving docks and patent slips owned by private firms.	The harbour of Glasgow consists of riverside quayage and three tidal basins at most of the quays. The depth varies from 13 to 20 feet at low water ordinary spring tides, and large vessels have to lie on the mud. There is a depth of 22 to 26 feet along a small length of quay. The Clyde Trust govern the port.
34	12,000	Nil.	Nil.	Three graving docks, largest being 350 feet long.	The harbour trustees of Gloucester only control the Severn Estuary for 25 miles. They have no docks or quays, which are the property of a private company. The County Council return is misleading. There are 16 miles of ship canal belonging to the same company. One mile of this canal is used for timber trade at Gloucester. The trade at this port is of a general character.

Appendix.

Day No. 10 continued.

(*a*)—STATEMENT giving particulars of the Trade carried on, the Accommodation

Name of Port.	Tonnage entering in 1898.					Goods Value.		
	Foreign.		Coastwise.		Total.	Value of Imports of Foreign and Colonial Merchandise.	Value of Exports to Foreign Countries and British Possessions.	Total Value.
	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.				
						£	£	£
Goole	438,591	47,335	171,216	174,863	832,005	5,043,101	6,175,240	11,218,341
Grangemouth	310,819	370,710	306,988	100,649	1,089,166	2,416,452	2,153,368	4,569,820
Granton	138,484	38,146	67,345	9,035	253,010	745,109	228,386	973,495
Greenock (including Port Glasgow).	142,501	19,207	1,414,339	109,188	1,685,235	1,341,908	191,261	1,533,169
Grimsby	703,722	240,436	14,412	141,961	1,100,531	8,060,128	10,358,731	18,418,859
Hartlepool	428,215	84,759	114,121	292,354	919,449	1,642,334	699,050	2,341,384
Harwich	715,939	6,961	43,040	153 677	919,617	18,042,896	5,054,633	23,098,529
Hull	2,246,503	220,211	365,750	264,860	3,097,324	29,605,200	22,819,907	52,424,207
Inverness	17,281	495	422,348	44,450	484,574	97,065	26,864	123,929
Ipswich	48,995	940	153,031	130,347	333,313	331,538	46,909	378,447
Irvine	3,176	393	34,069	60,894	98,532	28,485	19,596	48,081
Isle of Man	3,799	–	196,537	580,721	781,057	19,560	–	19,560
Kirkcaldy (including Burntisland)	62,853	592,070	40,218	375,907	1,071,048	293,448	793,298	1,086,746

Provided, and the Governing Bodies at the Ports of the United Kingdom—*continued.*

Wet Docks.		Tidal Harbour or Riverside Quays.		Accommodation for Repair of Ships.	Notes.
Water Area.	Length of Quay.	Water Area of Harbour.	Length of Quays.		
Acres.	*Feet.*	*Acres.*	*Feet.*		
24	12,200	Nil.	Nil.	One graving dock 255 feet long. One patent slip.	Controlled by trustees. General import trade. Exports of coal, stone and manufactured goods.
27¼	7,500	2	350	——	The harbour is dry at low water spring tides. There are 25 acres of timber ponds. The Caledonian Railway Company work the docks. General trade.
Nil.	Nil.	129	5,800	No graving dock, but slip for repairing vessels not exceeding 950 tons gross.	Owned by the Duke of Buccleuch. General trade.
14¼	6,400	76½	About 24,000	Four graving docks of lengths of 635, 356, 320, and 220 feet and slip.	The accommodation at Port Glasgow consists only of wharves on the Clyde. Both Port Glasgow and Greenock are administered by trusts. The sugar trade is an important trade at Greenock.
103	18,000	12	Nil.	Three graving docks 450 feet, 400 feet, and 400 feet in length. One slip. One gridiron.	Owned by the Great Central Railway Company. The timber and fish trade are important.
84	24,000	64	1,200	Five graving docks, 570 feet, 380 feet, 375 feet, 325 feet, 306 feet long.	Fifty-four acres of timber ponds in addition. Export: Coal, iron and salt. Imports: Timber. The London County Council say that the governing body are the Harbour Commissioners. They ignore the fact that the North-Eastern Railway Company own all the accommodation for shipping.
Nil	Nil	*See* note		- - Nil - -	The Conservancy Board possess neither docks nor wharves except protective works, consisting of a jetty and groynes. There is a tital basin belonging to Felixstowe Railway and Dock Company. The quays at Harwich and Parkstone belong to the Great Eastern Railway Company, and are used for their passenger and goods trade with Holland and Belgium.
156	48,000	3	1,000	Twelve graving docks, largest being 550 feet long.	There are 40 acres of timber ponds in addition. Also 275 feet pier accommodation in so-called "Old Harbour" in River Hull. The port is stated by the London County Council to be governed by the Humber Conservancy. The Docks at Hull belong to the North-Eastern and Hull and Barnsley Railway Companies. Large general trade.
Nil	Nil	3	2,400	- - Nil - -	Governed by trust. General trade.
29¾	4,650	*See* note	3,000	Gridiron and two patent slips.	The quay accommodation under the head of "Harbour" is that in the River Orwell. There are also other quays outside Ipswich, under the Ipswich Dock Commissioners, who control the port. General import trade. Exports of agricultural implements.
Nil	Nil	9	1,700	- - Nil - -	A harbour trust. Trade in coal, limestone and salt.
-	*See* note		-	——	There are five harbours administered by commissioners. The largest is at Douglas with 11 acres of water. They are largely used for passenger traffic.
6	2,400	15	1,500	- - Nil - -	Kirkcaldy harbour is dry at low water. Most of the accommodation shown is at Burntisland. Harbour Commissioners control both places. Imports are of general character. Exports principally coal.

Appendix.

2nd Day, No. 10 —continued.

(*a*)—STATEMENT giving particulars of the Trade carried on, the Accommodation

Name of Port.	Tonnage entering in 1898.					Goods Value.		
	Foreign.		Coastwise.		Total.	Value of imports of Foreign and Colonial merchandise.	Volue of exports to Foreign Countries and British Possessions.	Total.
	With cargoes.	In ballast.	With cargoes.	In ballast.				
						£	£	£
Kirkwall - - -	2,044	697	217,001	10,728	230,470	4,716	31,085	35,801
Lancaster - - -	25,090	—	96,353	14,115	135,558	77,238	123	77,361
Leith - - - -	909,154	114,665	544,487	85,577	1,653,883	11,869,352	4,585,115	16,454,467
Lerwick - - - -	8,020	7,543	84,263	7,127	106,953	10,969	230,053	241,022
Limerick - - -	79,744	—	95,845	3,051	178,640	933,876	2,075	935,951
Littlehampton - -	9,718	—	29,841	508	40,067	64,510	—	64,510
Liverpool (including Birkenhead and Garston)	6,007,301	163,153	2,193,447	1,029,799	9,393,700	110,811,033	88,086,060	198,897,093
Llanelly - - - -	7,091	41,307	76,281	56,609	181,288	25,453	131,383	156,836
London - - - -	9,285,980	151,784	5,378,513	471,175	15,287,452	155,517,488	81,680,609	237,198,097
Londonderry - - -	50,094	—	264,018	4,131	318,243	360,919	35	360,954
Lowestoft - - -	39,017	1,677	61,595	1,452	103,741	138,269	35,280	173,549
Lynn - - - -	155,567	6,112	60,394	8,645	230,718	1,149,493	82,341	1,231,834

Provided, and the Governing Bodies at the Ports of the United Kingdom—*continued.*

Wet Docks.		Tidal Harbour or Riverside Quays.		Accommodation for Repair of Ships.	Notes.
Water Area.	Length of Quay.	Water Area of Harbour.	Length of Quays.		
Acres.	*Feet.*	*Acres.*	*Feet.*		
Nil	Nil	Harbour is small natural bay.	1,120	- - Nil - -	Harbour is governed by Commissioners. Fishing trade.
2	1,350	*See* note	2,200	Two graving docks, 197 feet and 184 feet long.	The canal basin and quays on river form the harbour accommodation which is under Trustees and Commissioners. Timber, grain, coal, and salt are the principal articles dealt with.
43	14,600	37	7,000	Seven graving docks, largest 410 feet long	Controlled by Commissioners. A new wet dock about 12 acres in extent with graving dock is in course of construction. Two graving docks are worked by private firms. General import and export trades.
Nil	Nil	See note	450	- - - - Nil - - -	Pier and jetty accommodation only. Worked by trustees. Fishing trade.
7½	2,930	See note	2,500	One graving dock, 428 feet long	Under Harbour Commissioners. Although Limerick is 60 miles up the Shannon, vessels of 2,400 tons register have discharged there. The quayage shown under "Harbour" is in the Shannon and is dry at low water. Manufactured goods are imported. Oats and other Irish produce are exported.
Nil	Nil	See note	2,400	No graving dock, but patent slip for vessels of 500 tons	Controlled by Harbour Commissioners. Quays are formed in bed of River Arun. Four feet only of water at low water spring tides. General trade carried on.
541	181,000	23	10,000	Thirty-two graving docks, largest being 930 feet, 925 feet, 768 feet, 758 feet, 753 feet, 750 feet long Three gridirons.	Controlled by the Mersey Docks and Harbour Board. In addition to the accommodation shown there is anchorage in the Mersey of 2,500 acres and about 40,000 feet of quay on the riverside. The second port of the United Kingdom in magnitude. Trade chiefly with America.
5	3,000	Not obtainable	900	Patent slip only - - -	The Great Western Railway own the larger proportion of the dock accommodation, though the port is administered by a commission. Coal export is the most important trade.
London and India Docks 421 Millwall Docks 36 Surrey Commercial Docks - - 93 Regent's Canal Dock - - 10 Midland Railway Dock - 1½ 561½	108,000 8,800 34,000 1,600 1,000 153,400	19	4,000	There are in the port thirty graving docks, largest being 846 feet, 846 feet, 510 feet, 475 feet, 475 feet long Two gridirons. One slip.	The first port of the United Kingdom. The Surrey Commercial Docks have 72 acres of timber ponds. Both sides of the Thames between London Bridge and Woolwich, *i.e.*, a length of 16 miles, or say, 80,000 feet, are largely lined by wharves and jetties used for the discharge of vessels. The Pool between the Tower Bridge and Shadwell is also so used. Below Woolwich there is extensive accommodation (including Queenboro') for shipping. The creeks of the Lea and other tributaries also contain wharves and quays where small vessels discharge.
Nil	Nil	River quay	5,700	Graving dock 314 feet long -	Controlled by Commissioners. General imports. Exports are principally agricultural produce.
Nil	Nil	50	5,800	One graving dock 240 feet long and patent slip for vessels up to 200 tons.	The Great Eastern Railway Company are the harbour authority. Fishing trade.
17	5,200 feet and six small jetties	See note	2,000	- - - Nil - - -	The harbour accommodation consists of three continuous quays on the Ouse. The docks are controlled by a private company. The London County Council state that the Corporation are the governing body The trade is a general one.

Appendix.

2nd Day, No. 10—continued.

(*a*) STATEMENT giving particulars of the Trade carried on, the Accommodation

Name of Port.	Tonnage entering in 1898.					Goods Value.		
	Foreign.		Coastwise.		Total.	Value of Imports of Foreign and Colonial Merchandise.	Value of Exports to Foreign Countries and British Possessions.	Total Value.
	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.				
						£	£	£
Manchester (including Runcorn).	566,330	10,462	301,787	149,609	1,028,188	9,163,977	8,217,527	17,381,504
	75,811	943	175,420	70,066	322,240			
Maryport	227,640	23,167	54,043	302,072	606,922	294,125	578,938	873,063
Middlesbrough	668,498	251,161	127,075	670,011	1,716,745	1,081,693	4,595,496	5,677,189
Milford	3,944	47	271,112	17,453	292,556	17,728	—	17,728
Montrose	30,812	344	28,085	5,362	64,603	283,709	20,507	304,216
Newcastle-on-Tyne	802,091	1,445,243	706,694	4,188,844	8,573,954	8,959,906	5,779,057	14,738,963
Shields, North and South	354,207	1,076,875						
Newhaven	318,907	71,580	134,885	56,814	582,186	9,551,783	2,961,585	12,513,368
Newport	265,987	360,576	215,373	757,999	1,599,935	494,912	1,393,384	1,888,296
Newry (including Greenore	9,167	92	213,992	7,915	231,166	22,276	1,872	24,148

Provided, and the Governing Bodies at the Ports of the United Kingdom—*continued.*

Wet Docks.		Total Harbour or Riverside Quays.		Accommodation for Repair of Ships.	Notes.
Water Area.	Length of Quay.	Water Area of Harbour.	Length of Quays.		
Acres.	*Feet.*	*Acres.*	*Feet.*		
124	34,000	*See* note		One graving dock 475 feet long. Two pontoons.	The Manchester Ship Canal, leading to the docks at Manchester, is 35 miles long. It is stated that there are numerous "wharves" along the canal, and that the whole length of canal is available for such purposes. A private company works this undertaking. The trade is a general one.
9¼	3,900	13	4,000	Gridiron only	Controlled by Commissioners. Imports of timber and ore. Exports of coal, steel rails and railway machinery.
15¼	3,000	*See* note		One graving dock 476 feet long. Three slipways.	The docks are the property of the North Eastern Railway Company. Several wharves on the river belong to private firms. The graving dock and one slipway belong to the Tees Commissioners. The other slipways are privately worked. Timber, grain and iron ore are imported. Manufactured iron and steel and coal are exported.
20	4,700	*See* note	1,300	Two graving docks 600 feet each, and three gridirons.	The accommodation under the head of "harbour" is that of a quay and pier on Milford Haven, owned by the Great Western Railway. A private company owns the docks. General trade. The Government Dock of Pembroke is within the Port of Milford.
3¾	1,400	*See* note	2,750	Only patent slip for 400 ton vessels.	Controlled by trustees. The harbour includes the natural estuary of the River South Esk. Flour, hemp, and timber are imported. Canvas, linens, and fish are exported.
129	9,000	*See* note		Twenty-two graving docks from 135 feet to 550 feet long besides pontoon docks, floating dry docks and slipways.	One of the docks, viz., Tyne Docks of 50 acres, is controlled by the North Eastern Railway. The Tyne Commissioners control the others, also the harbour at South Shields with a quay of 1,100 feet and coal staiths in the river. The Corporation of Newcastle own 5,000 feet of quay on the Tyne and a cattle wharf. The Corporation of North and South Shields own quays at those places. General import trade. Exports are coal, chemicals, manure and iron goods.
Nil	Nil	29¼	4,700	Gridiron only	The harbour is the property of a private company. Silk, wine and spirits are imported General merchandise is exported.
64½	14,000	*See* note	3,800	Seven graving docks, the longest being 702 feet long (now under construction) and 520 feet.	Most of the docks are owned by a railway company. The Harbour Commissioners controls the accommodation in the Usk The 3,800 feet of quays shown are private wharves. All the graving docks are owned privately, the gridiron only being the property of the Commissioners. Coal and tinplate trades.
9	7,000	Nil	Nil	Nil	The banks of the Ship Canal between the Sea Lock and Newry are quayed for the accommodation of vessels. About 6,500 feet of the quayage are available for vessels not drawing more than 10 feet. The undertaking is owned by a private company. In addition to the accommodation shown there is a harbour of 5 acres at Greenore owned by the London and North Western Railway. Coal, iron, and grain are imported. Linen and agricultural produce are exported.

Appendix.

2nd Day, No. 10—continued.

(*a*) STATEMENT giving particulars of the Trade carried on, the Accommodation

Name of Port.	Tonnage entering in 1898.					Goods Value.		
	Foreign.		Coastwise.		Total.	Value of Imports of Foreign and Colonial Merchandise.	Value of Exports to Foreign Countries and British Possessions.	Total Values.
	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.				
						£	£	£
Padstow	476	—	25,724	504	26,704	2,519	401	2,920
Penzance (including Newlyn).	8,107	1,083	210,846	5,812	225,848	16,851	23,631	40,482
Peterhead	6,790	8,054	38,224	8,998	62,066	24,873	156,250	181,123
Plymouth	226,459	7,451	672,392	10,498	916,800	1,549,801	166,629	1,716,430
Poole	21,456	1,216	72,918	60,774	156,364	95,636	12,596	108,232
Portsmouth	44,471	1,091	473,657	1,441,368	1,960,587	203,590	13,487	217,077
Preston	53,198	—	103,101	9,078	165,377	342,017	8,692	350,709
Ramsgate	15,897	69,004	58,486	211,932	355,319	35,609	—	35,609
Rochester	54,308	2,388	308,482	8,997	374,175	277,807	5,429	283,236
Runcorn	(*See* Manchester).				—	—	—	—
Scarborough	3,472	—	33,977	41,036	78,485	5,806	2,847	8,653
Scilly	—	—	16 849	1,937	18,786	—	700	700

Provided, and the Governing Bodies at the Ports of the United Kingdom—*continued.*

Wet Docks.		Tidal Harbour or Riverside Quays.		Accommodation for Repair of Ships.	Notes.
Water Area.	Length of Quay.	Water Area of Harbour.	Length of Quays.		
Acres.	*Feet.*	*Acres.*	*Feet.*		
Nil	Nil	*See* note	1,200	Nil	Harbour Commissioners work this undertaking. No water at low water spring tides. Harbour is formed out of estuary of Camel River. Tin and slate trade.
3½	1,400	22	3,300	One graving dock 250 feet long,	The accommodation shown is at Penzance. There is a harbour of 33 acres (mostly dry at low water) at Newlyn. At Penzance, representatives of the town govern the Port. At Newlyn the authority is a Board of Commissioners. Both are fishing ports.
Nil	Nil	20½	11,600	Two small graving docks	Governed by trustees. A fishing port.
Great Western Railway. 13	3,700	Great Western Railway. 35 (*a*) Cattewater 200 Sutton 27 Stonehouse Pool – 262 (*a*) Natural harbour.	3,100 6,000 4,500 1,100 14,700	One graving dock 450 feet long, also pontoon, floating dry dock, and patent slip.	Plymouth is omitted from the London County Council statement. The Cattewater section is worked by Harbour Commissioners. The Sutton and Stonehouse sections are worked by private companies. The docks, including the graving dock are owned by the Great Western Railway. General trade and mail port. There are also naval docks owned by the Government.
Nil	Nil	Estuary of River Frome.	2,800	Slip only	Controlled by Harbour Commissioners General trade.
Nil	Nil	*See* note	3,000	Graving dock 349 feet long, and three slips.	Portsmouth Harbour is 500 acres in extent but is chiefly used as a Government Dock yard. The Corporation own the quays. Used for general trade and Government stores
44½	8,100	*See* note	1,500	Nil	Owned by the Corporation. The quay accommodation under the head of harbour is on the River Ribble. There is only 1 foot of water at low water spring tide. Timber, grain, and coal trades.
Nil	Nil	46½	4,200	Only patent slipway	The authority is the Board of Trade. Fish and general merchandise.
Nil	Nil	Nil	Nil	Nil	The secretary of the Medway Conservancy states that there are no docks or harbours in the Medway. Brick and cement industries are accommodated at this port.
—		*See* note	—	—	The County Council in their report state that the Runcorn Docks are governed by the Weaver Navigation Trustees. This is an error. The Runcorn Docks form part of the undertaking of the Manchester Ship Canal. The Weaver Navigation own small docks at Westonpoint but are not concerned with Runcorn.
Nil	Nil	9	4,000	Nil	Harbour Commissioners control the port. Timber and ice trades.
Nil	Nil	Not given	660	Nil	Privately owned. General trade in imports. Potatoes and lobsters are exported.

Appendix.
2nd Day, No. 10 continued.

(*a*) STATEMENT giving particulars of the Trade carried on, the Accommodation

Name of Port.	Tonnage entering in 1898.					Goods Value.		
	Foreign.		Coastwise.		Total.	Value of Imports of Foreign and Colonial Merchandi-e.	Value of Exports to Foreign Countries and British Possessions.	Total Value.
	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.				
						£	£.	£
Shields, North and South	354,207	1,076,875	(*See under* Newcastle).					
Shoreham	30,636	3,500	66,229	1,225	101,590	136,347	13,430	149,777
Skibbereen	3,317	—	34,909	2,951	41,177	7,297	—	7,297
Sligo	29,030	—	80,031	6,772	115,833	253,708	—	253,708
Southampton	1,430,664	118,020	770,908	384,798	2,704,390	12,303,103	10,698,509	23,001,612
Stockton-on-Tees	120,966	7,997	90,844	21,958	241,765	207,076	137,891	344,967
Stornoway	1,663	2,347	255,127	10,806	269,943	5,651	150,669	156,320
Stranraer	205	—	174,175	8,917	183,297	14,337	—	14,337
Sunderland	193,828	617,159	176,855	1,631,148	2,618,990	611,049	922,540	1,533,589
Swansea (including Port Talbot).	317,425	395,435	285,823	616,678	1,615,361	2,824,767	3,407,394	6,232,161
Teignmouth	8,457	1,250	83,843	62,443	155,993	53,332	15,591	68,923
Tralee	24,040	—	42,157	261	66,458	160,691	—	160,691

Provided, and the Governing Bodies at the Ports of the United Kingdom—*continued.*

Wet Docks.		Tidal Harbour or Riverside Quays.		Accommodation for Repair of Ships.	Notes
Water Area.	Length of Quays.	Water Area of Harbour.	Length of Quays.		
Acres.	*Feet.*	*Acres.*	*Feet.*		
—	*See* note		—	Patent slipway only	The accommodation at Shoreham consists of a canal nearly two miles long and a portion of the River Adur. It is approached from the sea by a harbour. The Harbour Trustees do not own the canal or river. The wharves on them, with the exception of two free wharves, are the property of the railway company, gas company, and other private owners. The trade is a general one.
Nil.	Nil.	Not obtainable	300	Nil	Harbour Commissioners control the port. No information as to trade.
Nil.	Nil.	Natural harbour	2,200	Nil	Harbour Commissioners control the port. General trade.
10	3,300	40	About 20,000	Six graving docks, largest being 745 feet and 520 feet long. Six slips. Five gridirons.	All the docks, dry docks, and the area of accommodation under quay (except 4,500 feet in the river controlled by the Harbour Commissioners) are owned by the London and South-Western Railway Company. The slips and gridirons are owned by private firms. There are apparently several quays and wharves owned privately. General trade, chiefly with America and Cape Passenger trade is very important.
Nil.	Nil.	—	*See* note	Nil	There is a wharf 650 feet long belonging to the corporation and another 450 feet belonging to the railway company. There are several others on the river belonging to private owners, but no particulars are obtainable. Mineral and grain trade.
Nil.	Nil.	Natural harbour	Not obtainable	Patent slip only	Harbour Commissioners control this port. General import trade and fish exports.
Nil	Nil.	Not obtainable	1,000	Nil	Town Council control port. The gross income from dues is only a little over 800*l.* a year. Timber, coal and agricultural produce go through this port.
56¼	14,000	153	—	Six graving docks, largest 443 feet long, and three slips.	The River Wear Commissioners control the port. No quays in harbour, which is for protective purposes only. The North Eastern Railway Company own one dock of six acres included in this Return. Coal, patent fuel, iron, glass and timber trades.
108	About 15,000	150	17,600	Nine graving docks and one gridiron, largest 480 feet long.	A Harbour Trust controls the Swansea Docks and Harbour. A railway company owns the accommodation at Port Talbot. The import trade is a general one. The exports are coals and tinplates.
Nil	Nil	9	1,500	Patent slipway for vessels up to 300 tons.	Controlled by Harbour Commissioners. Trade mostly coastwise. Harbour nearly dry at low water.
1½	Not obtainable.	Nil	Nil	Nil	Harbour Commissioners control this port. The basin at Tralee is approached by a ship canal 1¾ miles long. Imports are coals, timber, grain, &c. Exports, barley, oats and pit wood.

Appendix.

2nd Day, No. 10—continued.

(a) STATEMENT giving particulars of the Trade carried on, the Accommodation

Name of Port.	Tonnage entering in 1898.					Goods Value.		
	Foreign.		Coastwise.		Total.	Value of Imports of Foreign and Colonial Merchandise.	Value of Exports to Foreign Countries and British Possessions.	Total Value.
	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.				
						£	£	£
Troon	45,154	11,126	20,219	175,651	252,150	84,636	64,353	148,989
Waterford	40,117	1,519	450,555	6,813	499,004	361,939	45,267	407,206
Westport	7,831	—	37,513	3,136	48,480	86,539	—	86,539
Wexford	1,025	838	93,440	1,259	96,562	9,863	—	9,863
Weymouth	144,558	2,177	54,859	24,599	226,193	573,274	328,099	901,373
Whitby	891	3,087	27,077	102,124	133,179	3,346	37,345	40,691
Whitehaven	13,440	1,238	63,117	99,246	177,041	49,103	80,996	130,099
Wick	5,412	4,483	90,363	13,004	113,262	27,944	108,282	136,226
Wigtown	132	—	11,082	3,337	14,551	405	—	405
Wisbeach	36,306	98	7,671	3,730	47,805	197,733	12,239	209,972
Yarmouth	54,117	2,652	107,049	44,731	208,549	249,036	52,649	301,685

Provided, and the Governing Bodies at the Ports of the United Kingdom—*continued.*

Wet Docks.		Tidal Harbour or Riverside Quays.		Accommodation for Repair of Ships.	Notes*
Water Area.	Length of Quays.	Water Area of Harbour.	Length of Quays.		
Acres.	*Feet.*	*Acres.*	*Feet.*		
2	1,130	33¾	9,700	Two graving docks 375 feet and 289 feet long.	Owned by the Duke of Portland. Wood and ore are imported. Coal and pig-iron are exported.
Nil	Nil	*See* note	9,000	Nil	The accommodation at Waterford consists of quays in natural harbour formed by the River Suir from Waterford to its confluence with the River Barrow. Harbour Commissioners control the accommodation. Grain, coal and timber are imported. Agricultural produce exported.
Nil	Nil	Natural harbour.	2,400	Nil	Same control and trade as at Waterford.
Nil	Nil	Natural harbour.	2,480	Slip only	Same control and trade as at Waterford.
Nil	Nil	18	2,200	Three slips	Town Council are the authority. General trade.
Nil	Nil	52	1,050	Nil	A Harbour Trust. Harbour is dry at low water spring tides. Timber is imported. Coal is exported.
4¾	1,700	44¾	7,300	Nil	Commissioners control this port. Harbour is dry at low water spring tides. General goods imported. Minerals and steel rails exported.
Nil	Nil	12	4,100	Nil	A Harbour Trust. Timber, salt, grain and fish trades.
Nil	Nil	1	450	Nil	Town Council are the authority. Dry at low water spring tide alongside quays. The earnings of this port are now under 5*l.* a year. Timber and agricultural produce.
Nil	Nil	*See* note	3,000	Nil	The town control the harbour. Quay accommodation on the River Nene. General trade.
Nil	Nil	20	23,400	Five graving docks, largest taking ships of 809 tons.	The quay accommodation is partly on the River Yare. Imports are of general goods. Fish, grain and flour are exported.

Appendix.

2nd Day, No. 10.—continued.

(*b*).—STATEMENT showing Return on Capital Invested in Dock and Harbour Accommodation at some Ports of the United Kingdom. (Compiled from the accounts of the undertakings.)

Name of Port Authority.	Liability on Capital Account.	Net Revenue of Undertaking.	Yield per cent. on Total Capital.	Observations.
	£	£		
Barrow (Furness Railway Company)	—	—	—	No separate items for the docks are shown in the railway company's accounts.
Belfast Harbour Commission - -	1,216,000	76,239	6·3	A portion of the works appears to have been provided out of surplus receipts in prosperous years.
Bristol Docks Committee - - -	2,316,000	67,096	2·9	Contribution from borough rate of 22,000*l.* to make up deficit in earnings.
Cardiff (Cardiff Railway Company and Barry Railway Company).	—	—	—	No separate items for the docks are shown in the railway companies' accounts.
Clyde Navigation Trustees - -	5,736,000	223,918	3·9	
Dublin Port and Docks Board - -	421,400	32,676	7·7	£124,740 raised by sales of land, &c. 597,590 provided out of revenue. 625,030 raised by loans, of which 203,600*l.* has been paid off out of sinking fund. £1,347,360 Total cost of the undertaking. The earnings on the cost of the undertaking are only 2·4 per cent.
Fleetwood (London and North Western Railway Company and Lancashire and Yorkshire Railway Company).	—	—	—	No separate items for the docks are shown in the railway companies' accounts.
Greenock Harbour Trust - - -	1,501,000	28,184	1·9	The trustees only paid 1*l.* 7s. 6d. per cent. on the larger part of the debenture stock which constitutes its capital.
Grimsby (Great Central Railway Company).	—	—	—	No separate items for the docks are shown in the railway company's accounts.
Hartlepool (North Eastern Railway Company).	—	—	—	No separate items for the docks are shown in the railway company's accounts.
Hull (North Eastern Railway Company and Hull and Barnsley Railway Company).	—	—	—	No separate items for the docks are shown in the railway companies' accounts. The docks owned by the North Eastern Railway Company were formerly the property of a private company which was not a commercial success.
King's Lynn Docks and Railway Company.	459,000	15,360	3·3	No dividend was paid on their extension capital stock for 1899.
Leith Harbour and Docks Commision	588,000	50,636	8·6	New works appear to have been generally provided out of revenue or where provided by capital have been repaid by sinking fund.
London :—				
(*a*) London and India Dock Companies.	17,703,000	511,956	2·9	In comparing the amount spent on capital account at London and Liverpool it must be borne in mind that whilst there are enormous warehousing establishments in the docks of London there are practically none in the undertaking controlled by the Mersey Board.
(*b*) Surrey Commercial Dock Companies.	2,041,000	105,084	5·1	
(*c*) Millwall Dock Company -	2,094,000	32,313	1·5	
	21,838,000	649,353	3·0	
Manchester Ship Canal Company -	15,454,000	120,031	·8	1,042,000*l.* due to Manchester Corporation for interest.
Maryport - - - - - - -	400,000 (about)	—	—	This undertaking is in Chancery owing to failure to renew bonds. No accounts are published.
Mersey Docks and Harbour Board -	18,816,000	800,785	4·3	Over 3,000,000 original capital raised has been paid off out of sinking fund. *See* note on "London."
Milford Docks Company - - -	1,129,000	4,901	·4	256,000*l.* owing for interest on debenture stock.
Newport (Alexandra Docks and Railway Company).	—	—	—	No separate items for the docks are shown in the railway company's accounts.
Preston Corporation (Ribble Navigation).	1,057,000	8,079	·8	36,000*l.* was provided in last accounts by means of a borough rate (equal to a rate of 2s. 2d. in the £) in order to meet interest and sinking fund charges.
Sharpness New Docks and Gloucester and Birmingham Navigation Company.	1,250,000	40,106	3·2	A dividend of 1 per cent. only on the capital stock of 304,000*l.* was paid for the last completed period. This was done out of unclaimed dividends which had been outstanding for twenty years.
Southampton (London and South Western Railway Company).	2,884,000	68,942	2·4	The Southampton Docks were originally owned by a private company which was not a commercial success.
Swansea Harbour Trust - - -	1,682,000	79,810	4·7	
Tees Conservancy Commission - -	831,000	35,254	4·2	
Tyne Improvement Commission -	4,388,000	216,122	4·9	
River Wear Commission - - -	1,804,000	82,394	4·6	A portion of the works has been provided out of revenue account.

NOTE.—The figures given are the last published available. None of them are, however, earlier than 1898.

1st August, 1900.

THIRD DAY.

1. An ACCOUNT of CUSTOMS DUTIES RECEIVED on GOODS DELIVERED at each DOCK, WHARF, or WAREHOUSE in the PORT of LONDON, showing the PRINCIPAL and all other ARTICLES PAYING DUTY, together with the QUANTITIES of the PRINCIPAL ARTICLES, for the Year ended 31st December 1899.

Appendix.
3rd Day, No. 1.

THIRD

1. An ACCOUNT of CUSTOMS DUTIES RECEIVED on GOODS DELIVERED, at each DOCK, WHARF, PAYING DUTY, together with the QUANTITIES of the PRINCIPAL

(*Handed in by Mr. G. L. Ryder*, C.B.,

	Warehouse, etc.	Tea.		Cocoa.		Coffee.		Foreign Spirits.	
		Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
	DOCKS:	lbs.	£	lbs.	£	cwts.	£	Gallons.	£
1	St. Katharine's	3,497,591	58,293	11,466	70	17,647	12,350	97,492	52,844
2	London	4,260	71	1,147,999	4,680	17,393	12,179	717,178	389,084
3	East and West India	2,293	38	1,677,507	6,989	465	325	1,135,697	615,177
4	Victoria and Albert	65,427	1,090	748	6	37	26	7,020	3,993
5	Tilbury	76,767	1,279	508,506	4,418	19	13	972	793
6	Millwall	–	–	346	3	4	3	1,535	862
7	Commercial	–	–	–	–	–	–	–	–
	WHARVES:								
8	Abbey	2,041,449	34,024	–	–	–	–	–	–
9	Allhallow's	–	–	–	–	–	–	133,394	72,425
10	Bellamy's	–	–	–	–	–	–	–	–
11	Botolph and Nicholson's	2,638,657	43,978	14,250	59	1,481	1,036	14,408	7,812
12	British and Foreign	–	–	176,540	759	42	29	41,513	22,753
13	Brook's	7,593,930	126,565	1,101	8	–	–	–	–
14	Bull	–	–	148,273	617	–	–	–	–
15	Butler's	26,775,050	446,251	684	4	1	1	121	68
16	Chamberlain's	7,812,030	130,201	6,395	56	–	–	4,659	2,769
17	Colonial	17,309,280	288,488	201,321	830	–	–	50,308	27,286
18	Cotton's	418	7	1,345,410	5,078	29,725	20,804	–	–
19	Davis	–	–	39,258	163	1	1	–	–
20	Fenning's	–	–	64,000	57	–	–	6,004	3,264
21	Fresh	–	–	154,695	1,028	3	2	2,118	1,593
22	Hay's	29,533,254	492,221	–	–	–	–	17,247	9,349
23	Hermitage	–	–	–	–	–	–	1,422	772
24	Gun	–	–	–	–	–	–	559,967	292,434
25	London and Continental	7,616,388	126,941	–	–	–	–	27,077	14,677
	Carried forward	104,966,794	1,749,447	5,498,499	24,825	66,818	46,769	2,818,132	1,527,955

Appendix
3rd Day, No. 1.

DAY.

or WAREHOUSE, in the PORT of LONDON, showing the PRINCIPAL and All Other ARTICLES ARTICLES, for the Year ended 31st December, 1899.

on the Third Day. See Question 770).

Foreign Wines.		Tobacco.		Dried Fruit.		All other Dutiable Articles.	Total Duty.	
Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Duty.		
Gallons.	£	lbs.	£	cwts.	£	£	£	
216,658	20,900	723	143	5,930	2,049	952	147,601	1
2,089,016	244,806	103	21	213,583	35,056	–	685,897	2
2,906	312	767	164	10,749	1,101	4	624,110	3
23,365	1,909	15,177,720	2,027,991	609	215	1,765	2,036,095	4
6 077	511	4,453	1,093	–	–	550	8,657	5
15,803	952	178	41	13,512	4,712	230	6,803	6
–	–	–	–	–	–	–	–	7
–	–	–	–	–		–	34,024	8
53,837	6,254	–	–	–	–	–	78,679	9
343	28	–	–	174,576	28,900	–	28,928	10
184,134	13,353	–	–	65,123	22,792	5,537	94,567	11
2,142,699	140,766	–	–	43,198	15,131	41	179,479	12
–	–	–	–	143	50	495	127,118	13
–	–	–	–	–	–	–	617	14
544	35	12	3	14	3	151	446,516	15
304,535	50,985	–	–	–	–	27	184,038	16
164,459	12,453	–	–	–	–	140	329,197	17
28	2	–	–	517	87	–	25,978	18
–	–	–	–	–	–	–	164	19
234,226	14,013	–	–	63,627	13,507	–	30,841	20
163,713	12,194	–	–	291,048	65,161	110	80,088	21
92,730	6,964	–	–	–	–	12	508,546	22
68,635	6,865	–	–	–	–	–	7,637	23
–	–	–	–	–		–	302,434	24
24,784	1,753	–	–	–	–	–	143,371	25
5,788,492	535,055	15,183,956	2,028,556	882,629	188,764	10,014	6,111,385	

Appendix.

3rd Day, No. 1—continued.

1. An Account of Customs Duties received on Goods delivered, at each Dock, Wharf, or Warehouse, in the the Principal Articles, for the Year

	Warehouse, etc.	Tea.		Cocoa.		Coffee.		Foreign Spirits.	
		Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
		lbs.	£	lbs.	£	cwts.	£	Gallons.	£
	Brought forward	104,966,794	1,749,447	5,498,499	24,825	66,818	46,769	2,818,132	1,527,955
	WHARVES—*cont.*								
26	Mark Brown's	–	–	4,982	5	–	–	578	513
27	Metropolitan	–	–	7,189,190	29,955	54,008	37,799	–	–
28	Middleton's	–	–	38	–	–	–	55	31
29	Morton's	–	–	119	–	1	1	–	–
30	New Crane	–	–	1,590,076	6,624	12,082	8,456	–	–
31	New Hibernia	–	–	143,612	598	27,523	19,263	–	–
32	Old Swan	–	–	2,979	25	–	–	12,678	6,998
33	Oliver's	11,472,846	191,214	–	–	–	–	–	–
34	Red Lion	4,923,519	82,059	1,702,923	7,094	44,737	31,310	36	19
35	St. John's	–	–	2,278,432	12,759	5,957	4,168	–	–
36	St. Katharine and Irongate	–	–	35,426	251	74	52	52,301	29,959
37	Sharp's	–	–	19 400	79	5	4	–	–
38	Smith's	805,621	13,427	–	–	–	–	–	–
39	South Eastern	–	–	–	–	–	–	–	–
40	Symon's	–	–	1,066,145	4,443	13,832	9,684	–	–
41	Vane's	1,780	30	–	–	–	–	–	–
42	Willson's	–	–	4,778,718	19,900	17,709	12,393	–	–
43	Queenborough	122	2	2,777	18	9	8	889	609
	WAREHOUSES.								
44	Blackfriars	–	–	–	–	–	–	–	–
45	Brewer's Quay	683	11	1,092,442	9,028	26	20	66,896	37,837
46	British Bonded Tea	5,018	84	–	–	–	–	–	–
47	Brooke, Bond & Co.	44	1	–	–	–	–	–	–
48	Commercial Road	14,614,015	243,567	100	–	–	–	–	–
49	Cooper's Row	7,256,373	120,938	–	–	–	–	49,732	26,960
50	Crown Diamond	–	–	–	–	–	–	16,163	8,754
51	Crutched Friars	–	–	–	–	–	–	–	–
52	Custom House Quay	–	–	60,345	501	3	2	7,349	4,652
53	Cutler Street	26,856,660	447,611	–	–	2	2	–	–
54	Elephant Cavendish	–	–	–	–	–	–	–	–
55	Empire	110	2	–	–	–	–	–	–
	Carried forward	170,903,585	2,848,393	25,466,203	116,105	242,786	169,931	3,024,809	1,644,287

Port of London, showing the Principal and All Other Articles paying Duty, together with the Quantities of ended 31st December, 1899—*continued.*

Foreign Wines.		Tobacco.		Dried Fruit.		All other Dutiable Articles.	Total Duty.	
Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Duty.		
Gallons.	£	lbs.	£	cwts.	£	£	£	
5,788,492	535,055	15 183,956	2,028,556	882,629	188,764	10,014	6,111,385	
349	28	–	–	–	–	1,073	1,619	26
–	–	–	–	–	–	–	67,754	27
12,034	774	–	–	38,535	8,422	–	9,227	28
–	–	–	–	358	107	–	108	29
–	–	–	–	–	–	–	15,080	30
–	–	–	–	74	26	–	19,887	31
58,076	3,563	–	–	–	–	10	10,596	32
–	–	–	–	–	–	–	191,214	33
–	–	–	–	3,838	895	–	121,377	34
–	–	–	–	–	–	3,028	19,955	35
404,941	35,706	3,980	976	228	77	18,775	85,796	36
–	–	–	–	–	–	–	83	37
–	–	–	–	–	–	–	13,427	38
–	–	–	–	10,875	3,484	–	3,484	39
–	–	–	–	–	–	–	14,127	40
–	–	238	59	–	–	–	89	41
–	–	–	–	–	–	–	32,293	42
7,653	638	2,782	601	–	–	22	1,898	43
56,220	9,845	–	–	–	–	–	9,845	44
384,556	28,074	153	39	2,238	734	7,299	83,042	45
–	–	–	–	–	–		84	46
–	–	–		–	–	–	1	47
–	–	–	–	–	–	–	243,567	48
206,864	19,788	–	–	–	–	–	167,686	49
2,803	298	–	–	–	–	–	9,052	50
–	–	1,842,175	392,641	–	–	–	392,641	51
21,515	1,579	–	–	406	140	2,057	8,931	52
–	–	–	–	–	–	7	447,620	53
–	–	–	–	–	–	–		54
–	–	–	–	–	–	–	2	55
6,943,503	635,348	17,033,284	2,422,872	939,181	202,649	42,285	8,081,870	

Appendix.

3d Day, No. 1—continued.

1. An Account of Customs Duties received on Goods delivered, at each Dock, Wharf, or Warehouse, in the the Principal Articles, for the Year

	Warehouse, etc.	Tea.		Cocoa.		Coffee.		Foreign Spirits.	
		Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.
		lbs.	£	lbs.	£	cwts.	£	Gallons.	£
	Brought forward - - -	170,903,585	2,848,393	25,466,203	116,105	242,786	169,931	3,024,809	1,644,287
	WAREHOUSES—*cont.*								
56	Ferguson's Grange - - -	447	7	–	–	–	–	–	–
57	George Street - - -	–	–	–	–	23	20	11,291	6,205
58	Goodman's Yard -	–	–	–	–	–	–	6,835	3,817
59	Harrison and Crosfield's - -	790	13	–	–	–	–	–	–
60	Horniman's - - - - -	120	2	–	–	–	–	–	–
61	Lime Street - - - - -	–	–	–	–	–	–	701	403
62	Lipton's - - - - - -	463	8	–	–	–	–	–	–
63	London Cavendish - - -	–	–	–	–	–	–	–	–
64	Lusk's - - - - - -	–	–	–	–	–	–	–	–
65	Mazawattee - - - - -	726	12	–	–	–	–	–	
66	Metropolitan - - - -	11,723,461	195,392	–	–	–	–	76,679	41,559
67	Monastery - - - - -	5,107,337	85,122	–	–	–	–	–	–
68	Monument - - - - -	6,890,285	114,838	–	–	–	–	9,289	5,062
69	Palankeen - - - - -	6,557	109	–	–	–	–	–	–
70	Priory - - - - - -	4,803,989	80,066	–	–	–	–	–	–
71	Royal Mint Street - - -	–	–	–	–	–	–	5,513	2,999
72	St. Olave's - - - - -	8,286,570	138,109	–	–	–	–	–	–
73	South Australian - - -	–	–	–	–	–	–	–	–
74	Taddy's - - - - - -	–	–	–	–	–	–	–	–
75	Tetley's - - - - - -	655	11	–	–	–	–	–	–
76	Tower Hill - - - - -	–	–	–	–	–	–	60,524	32,784
77	Tower Tea - - - - -	316	5	–	–	9	6	–	–
78	Trinity - - - - - -	9,194,346	153,239	–	–	–	–	6,451	3,522
79	Vi-Cocoa - - - - - -	–	–	469	4	–	–	–	–
80	United Kingdom - - -	–	–	–	–	–	–	–	–
81	Water Lane - - - - -	–	–	–	–	–	–	16,210	8,919
	Total - - - - - -	216,919,647	3,615,326	25,466,672	116,109	242,818	169,957	3,218,302	1,749,557

Custom House, London, E.C.

3rd October 1900.

Port of London, showing the Principal and All Other Articles paying Duty, together with the Quantities of ended 31st December, 1899—*continued.*

Foreign Wines.		Tobacco.		Dried Fruit.		All other Dutiable Articles.	Total Duty.	
Quantity.	Duty.	Quantity.	Duty.	Quantity.	Duty.	Duty.		
Gallons.	£	lbs.	£	cwts.	£	£	£	
6,943,503	635,348	17,033,284	2,422,872	939,181	202,649	42,285	8,081,870	
–	–	–	–	–	–	–	7	56
53,581	5,639	–	–	60	19	–	11,883	57
5,343	657	–	–	–	–	–	4,47	58
–	–	–	–	–	–	–	13	59
–	–	–	–	–	–	–	2	60
2,228	352	–	–	–	–	–	755	61
–	–	–	–	–	–	–	8	62
–	–	192,488	32,884	–	–	–	32,884	63
–	–	–	–	–	–	–	–	64
–	–	–	–	–	–	–	12	65
104,430	11,429	–	–	–	–		248,380	66
–	–	–	–	–	–	–	85,122	67
438,797	27,266	–	–	–	–	–	147,166	68
–	–	–	–	–	–	–	109	69
–	–	–	–	–	–	–	80,066	70
3,624	571	–	–	–	–	–	3,570	71
–	–	–	–	–	–	–	138,109	72
21,031	1,124	–	–	–	–	–	1,124	73
–	–	5,120	874	–	–	–	874	74
–	–	–	–	–	–	–	11	75
197,936	23,255	–	–	–	–	–	56,039	76
–	–	–	–	–	–	–	11	77
41,472	5,375	–	–	–	–	–	162,136	78
–	–	–	–	–	–	–	4	79
–	–	–	–	–	–	–	–	80
71,511	5,339	–	–	–	–	–	14,258	81
7,883,456	716,355	17,230,892	2,456,630	939,241	202,668	42,285	9,068,887	

J. W. DE GRAVE,
Accountant and Controller General.

A. J. WOOD,
Principal, Statistical Office.

Appendix
3rd Day, No. 2.

2. RETURN of the NUMBER and TONNAGE of VESSELS entering QUEENBOROUGH only, in the PORT of LONDON, in the Years 1860, 1870, 1880, 1890, and 1899.

(Handed in by Mr. G. L. Ryder, C.B., on the Third Day. See Question 770.)

Number of Vessels.

Year.	Foreign.		Coastwise.		Total.
1860	(Sheerness)	12	(Sheerness)	610	622
1870	„	1	„	333	334
1880	„	15	„	231	246
	(Queenborough)	368	(Queenborough)	Nil	368
1890	„	776	„	237	1013
1899	„	800	„	143	943

Tonnage of Vessels.

Year.	Foreign.		Coastwise.		Total.
1860	No record kept.		No record kept.		
1870	(Sheerness)	142	(Sheerness)	35,804	35,946
1880	„	4,369	„	27,029	31,398
	(Queenborough)	302,984	(Queenborough)	Nil	302,984
1890	„	609,952	„	31,308	641,260
1899	„	615,318	„	29,494	644,812

NOTES.—In 1860 and 1870 Queenborough was not a distinct and separate place for shipping, and any returns were included in Sheerness, where all business was done. The returns for Sheerness, therefore, are all that can be given, and these include any vessels which may have arrived at Queenborough.

In 1880 the returns for Queenborough were distinguished from those of Sheerness, and are shown separately, as above.

Queenborough was included in the Port of Rochester until 1st August, 1883, when it was incorporated with the Port of London.

W. MUIR,
Collector of Customs, London.

Appendix
3rd Day, No. 3.

3. RETURN of the NUMBER and TONNAGE of VESSELS Entering the PORT of LONDON (exclusive of QUEENBOROUGH) in 1899, distinguishing the particular DOCK, WHARF, PIER, or MOORING at which entered.

(*Handed in by Mr. C. L. Ryder*, C.B., *on the Third Day. See Question 770.*)

(*a*) FOREIGN TRADE.

Name of Dock, etc.	Number.	Tonnage.	Name of Dock, etc.	Number.	Tonnage.
St. Katharine Dock	324	200,396	WHARVES, PIERS, ETC.—*cont.*		
,, Wharf	117	42,528	Brought forward	5,071	6,405 229
London Docks	576	429,724	Beckton	64	44,234
East India Docks	172	276,310	Beadle's Wharf	4	1,674
South West India Docks	69	116,975	Bellamy's Wharf	43	25,380
West India Docks	237	356,257	Belvedere	1	67
Victoria Docks	391	771,301	Bermondsey	23	2,508
Royal Albert Docks	528	1,618,401	Billingsgate	13	1,544
Tilbury Docks	710	916,790	Blackwall	59	12,511
Millwall Docks	816	816,665	,, Point Dock	1	2,323
Surrey Commercial Docks	976	774,306	Bowle's Wharf	11	1,057
			Brewer's Quay	318	151,383
WHARVES, PIERS, ETC.			British and Foreign Wharf	110	69,592
			Brodie's Dock	1	344
Adam's Wharf	1	97	Brook's Wharf	1	140
Alderman's Tier	2	788	Brown's Dock	1	434
Alexandra's Wharf	4	290	Burt's Wharf	10	7,448
American Wharf	19	61,574	Butler's Wharf	55	33,646
Anchor Wharf	2	122			
Angerstein's Wharf	16	2,256			
Anglo Guano Wharf	1	376	Carron Tier	1	778
			Caspian Wharf	10	18,967
Baltic Wharf	1	96	Chalkstone Buoys	13	791
Bangor Wharf	2	148	Chamberlain's Wharf	151	37,816
Barking	79	8,483	Charlton	18	8,726
Barnard's Wharf	8	5,797	Cherry Garden Tier	84	18,434
Battersea	1	50	Christie's Wharf	1	1,256
Battlebridge Tier	19	5,499	Church Hole Tier	115	46,872
Carried forward	5,071	6,405,229	Carried forward	6,179	6,893,154

Appendix.

3rd Day, No. 3 —continued

Name of Dock, etc.	Number.	Tonnage.
WHARVES, PIERS, ETC.—*cont.*		
Brought forward - -	6,179	6,893,154
Cliffe Creek - - - - -	13	1,561
Colonial and Granite Wharf - -	112	19,362
Cotton's Wharf - - - -	116	33,855
Crossness - - - - -	2	524
Cubitt Town - - - - -	3	2,412
,, Dock - - - -	3	4,023
Off Custom House - - - -	12	537
,, ,, Quay - - -	160	84,019
Dagenham - - - -	16	4,002
Dartford - - - - - -	3	213
Deadman's Dock - - - -	36	8,005
,, ,, Buoys - -	8	2,736
Deptford - - - - -	314	472,378
,, Buoys - - -	1	496
Dockhead - - - -	2	209
Dublin Tier - - - - -	8	4,159
Dudin's Wharf - - - -	4	297
Duke Shore Wharf - - - -	2	174
East Lane Tier - - - -	189	102,153
,, Wharf - - - -	1	70
Erith - - - - - - -	37	8,581
Evelyn Wharf - - - -	1	63
Farmer's Wharf - - - -	2	321
Fenning's Wharf - - - -	2	141
Fisher's Wharf - - - -	3	299
Folly House Buoys - - - -	19	29,356
Fountain Tier - - - -	21	9,450
Free Trade Wharf - - - -	8	1,607
Fresh Wharf - - - - -	237	167,504
Galleon's Buoy - - - -	1	407
Carried forward - -	7,515	7,852,068

Name of Dock, etc.	Number.	Tonnage.
WHARVES, PIERS, ETC.—*cont.*		
Brought forward - -	7,515	7,852,068
Glengall Dry Dock - - -	1	467
Gravesend - - - - - -	217	77,168
Grays - - - - - - -	21	3,471
Great Eastern Railway Wharf -	5	748
Greenhithe - - - - -	29	9,295
Green's Dry Dock - - - -	1	1,581
Greenwich - - - - -	288	77,853
Griffin's Wharf - - - -	58	20,411
Hanover Hole Tier - - -	1	474
Hay's Wharf - - - - -	96	27,259
Higham Bight - - - -	1	1,645
Holehaven - - - - -	103	10,117
Horselydown - - - - -	91	46,645
Hermitage Tier - - - -	56	24,465
King and Queen's Wharf - -	3	700
Lawe's Wharf - - - -	8	1,252
Lawrence's Wharf - - - -	1	102
Leigh - - - - - - -	1	64
Limehouse - - - - -	16	3,894
London Wharf - - - -	27	2,532
Long Reach - - - - -	26	8,453
Mark Brown's Wharf - - -	139	56,763
Mesnard's Wharf - - - -	4	278
Middleton's Wharf - - -	108	65,418
Mill Hole Tier - - - -	83	72,351
Mill Stairs Tier - - - -	91	36,587
Millwall Tier - - - - -	1	309
Montrael - - - - - -	1	51
Morton's Wharf - - - -	2	262
Carried forward - -	8,994	8,402,683

Name of Dock, etc.	Number.	Tonnage.	Name of Dock, etc.	Number.	Tonnage.
WHARVES, PIERS, ETC.—*cont.*			WHARVES, PIERS, ETC.—*cont.*		
Brought forward - -	8,994	8,402,683	Brought forward - -	9,686	8,697,763
Nelson's Dry Dock - - - -	1	175	St. Saviour's Dock - - -	1	65
Nicholson's Wharf - - - -	99	51,155	Shad Thames - - -	3	790
Northfleet - - - - - -	32	14,244	Shadwell - - - - -	19	2,673
Norwood's Tier - - - -	7	4,171	Sheerness - - - - -	4	3,306
			Silvertown - - - - -	43	8,785
			Southend - - - -	6	310
Odam's Wharf - - - -	15	1,495	Stone Stairs Tier - - - -	42	10,592
Odessa Wharf - - - -	7	485	Surrey Dock Buoys - - -	15	5,206
Ohlendorff's Wharf - - - -	11	2,428			
Orchard Wharf - - - -	3	258			
Ordnance Wharf - - - -	1	579	Thames Ironworks Dry Dock -	3	1,138
			Thames Wharf - - - -	25	4,603
			Thameshaven - - - -	25	27,979
Peruvian Wharf - - - -	2	264	Tidal Basin - - - - -	1	189
Platform Tier - - - - -	3	1,130	Topping's Wharf - - - -	1	41
,, Wharf - - - -	1	64	Tower Tier - - - - -	109	47,293
Poplar Dock - - - - -	10	1,014	Tuffee and Hayward's Wharf -	1	85
Port Victoria - - - - -	6	1,652	Tuff's Wharf - - - - -	2	135
Powell's Wharf - - - -	48	4,098			
Prince Regent's Wharf - - -	17	11,579			
Princess Stair Tier - - -	1	482	Union Tier - - - - -	237	58,289
Purfleet - - - - - -	12	25,552			
			Victoria Dock Buoys - - -	14	3,258
Rainham - - - - - -	2	2,417	,, Wharf - - - -	98	46,748
Ratcliff Cross Tier - - - -	103	53,052			
Regent's Canal Dock - - -	267	111,169			
River - - - - - -	6	2,452	Walker's Tier - - - -	2	626
Rotherhithe - - - - -	28	2,414	Wandsworth - - - - -	5	508
			Wapping - - - - -	15	1,373
			Weston's Wharf - - - -	1	89
St. Andrew's Wharf - - -	2	137	West India Dock Buoys - -	15	8,482
St. George's Wharf - - -	8	2,704	Woolwich - - - - -	96	11,773
Carried forward - -	9,686	8,697,763	Total - - - -	10,469	8,042,099

Appendix.

3rd Day, No. 3
—continued.

(*b*) COASTING TRADE.

Number.	Tonnage.
15,009	5,920,784

Under the system by which the returns are compiled no separate record for the various Docks, Wharves, etc., is kept.

W. MUIR,
Collector of Customs, London.

FOURTH DAY.

1. TABLE showing the VESSELS LOADING OUTWARDS in the MILLWALL DOCKS, from 1st January to 30th September 1900.

(*Handed in by Mr. F. E. Duckham on the Fourth Day. See Question 981.*)

	Tons.
Total Tonnage of Cargoes of Vessels Loading Outwards (Exports) - -	250,077
Tonnage taken on board, ex Dock Company's Quays - - - - - -	25,759
Tonnage taken on board, ex Craft, Overside - - - - - - - -	224,318

2. TABLE showing the NUMBER OF CRAFT DOCKED AND UNDOCKED in the MILLWALL DOCKS during Ten Years from 1890 to 1899 inclusive.

(*Handed in by Mr. F. E. Duckham on the Fourth Day. See Question 981.*)

YEAR.	No. of Craft passed through Lock.	YEAR.	No. of Craft passed through Lock.
1890 - - - - - - -	55,839	1898 - - - - - - - -	45,296
1891 - - - - - - -	44,837	1899 - - - - - - - -	45,256
1892 - - - - - - -	43,680		
1893 - - - - - - -	47,537	TOTAL FOR THE TEN YEARS -	465,206
1894 - - - - - - -	47,811		
1895 - - - - - - -	46,590		
1896 - - - - - - -	45,588		
1897 - - - - - - -	42,772	Average per Year for the Ten Years	46,520

3. TABLE showing the NUMBER OF VESSELS and the GROSS TONNAGE entered the MILLWALL DOCKS each Year from 1868 to 1899 inclusive.

(*Handed in by Mr. F. E. Duckham on the Fourth Day. See Question 981.*)

YEAR.	No. of Vessels.	Gross Tonnage.	YEAR.	No. of Vessels.	Gross Tonnage.
1868 - - - - -	975	338,112	1886 - - - - -	1,417	1,366,601
From 14th March.			1887 - - - - -	1,376	1,186,475
1869 - - - - -	1,344	517,836	1888 - - - - -	1,805	1,532,315
1870 - - - - -	1,523	646,454	1889 - - - - -	1,672	1,491,649
1871 - - - - -	1,571	746,080	1890 - - - - -	1,497	1,405,765
1872 - - - - -	1,608	807,792	1891 - - - - -	1,546	1,346,818
1873 - - - - -	1,494	959,941	1892 - - - - -	1,332	1,210,749
1874 - - - - -	1,574	1,021,516	1893 - - - - -	1,599	1,389,018
1875 - - - - -	1,578	1,077,777	1894 - - - - -	1,603	1,402,731
1876 - - - - -	1,379	965,292	1895 - - - - -	1,546	1,471,543
1877 - - - - -	1,507	1,121,824	1896 - - - - -	1,454	1,476,802
1878 - - - - -	1,293	967,027	1897 - - - - -	1,350	1,405,499
1879 - - - - -	1,471	1,125,665	1898 - - - - -	1,454	1,472,207
1880 - - - - -	1,262	1,093,059	1899 - - - - -	1,337	1,457,375
1881 - - - - -	1,227	1,076,896			
1882 - - - - -	1,283	1,176,205		46,148	37,219,587
1883 - - - - -	1,321	1,255,862			
1884 - - - - -	1,255	1,217,998			
1885 - - - - -	1,495	1,488,704	32 years average -	1,442	1,163,112

Appendix.

4th Day, Nos 4 and 5.

4. TABLE showing the TONNAGE and NUMBER of PASSENGERS from opening of the MILLWALL EXTENSION RAILWAY to 30th June 1900.

(*Handed in by Mr. F. E. Duckham on the Fourth Day. See Question 981.*)

YEAR.	TONNAGE.	PASSENGERS.	YEAR.	TONNAGE.	PASSENGERS.
From 18th December 1871 to 31st December 1873	13,740	390,987	Year 1888	159,560	703,522
Year 1874	15,819	302,903	„ 1889	167,515	783,259
„ 1875	13,770	299,453	„ 1890	157,300	804,176
„ 1876	14,000	301,394	„ 1891	172,430	809,662
„ 1877	14,987	355,703	„ 1892	139,660	781,036
„ 1878	18,892	323,881	„ 1893	168,515	782,017
„ 1879	22,165	367,626	„ 1894	217,015	813,273
„ 1880	58,625	365,347	„ 1895	218,671	828,349
„ 1881	76,945	556,654	„ 1896	192,255	895,267
„ 1882	84,390	643,802	„ 1897	200,112	907,350
„ 1883	115,790	728,687	„ 1898	225,004	781,265
„ 1884	119,395	717,620	„ 1899	212,700	788,904
„ 1885	118,325	748,294	Half-Year to 30th June, 1900	102,475	413,442
„ 1886	111,285	707,450			
„ 1887	117,398	676,183		3,248,738	17,577,506

5. TABLE showing the RATES on SHIPPING levied by the MILLWALL DOCK COMPANY.

(*Handed in by Mr. F. E. Duckham on the Fourth Day. See Question 981.*)

Note.—The tonnage dues and rent are to be levied on the re-admeasurement whenever the same shall have taken place. Any cargo carried on deck is to be taken as an addition to the tonnage of the vessel in the case of both import and export cargoes, and a week's rent is to be charged for any fraction of a week.

DUES AND RENT ON SHIPPING.

(A.)

Applicable to Vessels from or for all Ports in Europe, Ports in the Mediterranean, and the Black Sea and its tributaries, and Ports on the Coast of Great Britain and Ireland.

(i.)—VESSELS WITH CARGOES INWARDS NOT TAKING OUTWARD CARGOES.

With Cargoes of any kind, excepting wood, ice, and iron.

Docking, undocking, and rent for 48 hours from final discharge:—

Under	1,000 tons net register	4½*d.* per ton net register.
1,000 tons to	1,250 „ „ „	5*d.* „ „ „
1,251 „ „	1,500 „ „ „	5½*d.* „ „ „
Above	1,500 „ „ „	6*d.* „ „ „

Minimum charge for any one vessel - - 25*s.*

Rent per week after 48 hours from final discharge - 1*d.* per ton gross register on steamers, and 1*d.* per ton net register on sailing vessels.
N.B.—Parts of a week charged as a week.

Vessels laden partly with wood and partly with grain or general cargo will be charged at the rate of 1*s.* per ton net register on the proportion of wood, whether carried on deck or under hatches, and at the deck or under hatches, and at the above rates on the remainder of the cargo, provided that the proportion of wood is less than 80 per cent. Vessels carrying wood goods to the extent of 80 per cent. of the entire cargo will be charged as wholly wood laden. (*See* next page.)

Any cargo carried on deck will be taken as an addition to the net register tonnage of the vessel carrying it.

Vessels loading outwards after discharging inward cargoes are charged under Section 2 instead of the above.

(ii.)—VESSELS LOADING OUTWARDS.

Docking, undocking, and rent for four weeks from date of entrance - - - - - - - - 9*d.* per ton net register.

Rent per week after four weeks - - - - 1*d.* per ton gross register on steamers, and 1*d.* per ton net register on sailing vessels.
N.B.—Parts of a week charged as a week.

Vessels bound coastwise, under 100 tons register, coming in to load wood or grain, and leaving dock within one week from entrance - - - - Free. Rent per week after one week, 1*d.* per ton gross register on steamers, and 1*d.* per ton net register on sailing vessels.

Note.—Vessels loading with only parts of cargoes are charged as per scale in Section 1, and, in addition, 6*d.* per ton on the weight of cargo loaded, with rent after one week from date of entrance but the total charge will not exceed that for a full cargo.

VESSELS WITH CARGOES OF WOOD.—Docking, undocking, and rent for four weeks from date of entrance - - } 1*s.* per ton net register

Rent per week after four weeks - - - - } 1*d.* per ton gross register on steamers, and 1*d.* per ton net register on sailing vessels.
N.B.—Parts of a week charged as a week.

VESSELS WITH CARGOES OF ICE - - - - - - - 9*d.* per ton net register.

Rent per week after four weeks - - - - } 1*d.* per ton gross register on steamers, and 1*d.* per ton net register on sailing vessels.
N.B.—Parts of a week charged as a week.

(iii.)—VESSELS ENTERING TO LIE UP OR REFIT.

Docking and undocking - - - - - - - } 3*d.* per ton gross register on steamers, and 3*d.* per ton net register on sailing vessels.

Rent per week from date of entrance - - - } 1*d.* per ton gross register on steamers, and 1*d.* per ton net register on sailing vessels.
N.B.—Parts of a week charged as a week.

On paddle steamers the charge is 4*d.* per ton gross register for docking and undocking, and 2*d.* per ton per week gross register for rent.

Minimum charge on vessels to lie up, 10*s.*

(iv.)—VESSELS BALLASTING.

Vessels taking in or discharging ballast will be charged a fee of 10*s.* to cover the cost of dredging ballast dropped overside whilst the operation is proceeding.

(B.)

Applicable to vessels from or for ports or places not being in Europe or the Mediterranean or the Black Sea.

	£ s. d.	Gross tonnage per week. s. d.	
Vessels with transhipment goods, or laden from and/or loading for ports or places not being in Europe or the Mediterranean or the Black Sea *per ton net register*	– 1	– 1	Rent to commence four weeks from date of entrance. Phosphate, Guano, Rosin, Turpentine, Bones and/or Bone Ash laden. Rent to commence two weeks from entrance.
If vessels in this class, which have discharged entire or part cargoes in the docks, proceed to any Continental port to deliver or take in cargo and return to the docks to complete their loading, they will be charged an additional docking and undocking rate of 3*d.* per ton net register.			
Vessels entering to discharge and/or load parts of cargoes, for ports or places not being in Europe, or the Mediterranean, or the Black Sea, docking and undocking - - - - - - *per ton net register*	– – 3	– 1	Rent to commence one week from entrance
Additional on quantity of goods discharged and/or loaded - - - - - - - - - *per ton*	– – 9		
This rate applies only when vessels have discharged part of their cargoes before entering dock or leave dock with part of their cargoes on board, and/or vessels which come into dock partly laden or quit dock to complete loading elsewhere.			

The above rates in no instance to exceed the dues on a vessel discharging and/or loading a full cargo.

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4th Day, No. 6.

6. TABLE showing the CHARGES on BARGES levied by the MILLWALL DOCK COMPANY.

(Handed in by Mr. F. E. Duckham on the Fourth Day. See Question 981.)

Barges entering the Docks to discharge or receive Ballast, Coals or Goods to or from any Ship lying therein are by Act of Parliament exempt from charges whilst *bonâ fide* engaged in discharging or receiving such Ballast, Coals or Goods; but should such Barges be found adrift, or so placed as to form an obstruction, without any person in charge to move them, as required by the Dock Master or his Assistants, they will be liable to a charge of not less than

One Penny per ton gross.

Barges entering the Docks to receive Ballast, Coals or Goods from a Ship, or to deliver Ballast, Coals or Goods to a ship are allowed 3 days from time of entrance to commence such receiving or delivery.

Barges not commencing such receiving or delivery within the 3 days will be charged for the use of the Docks.

One Penny per ton gross.

Barges having completed the receipt or delivery will be allowed 24 hours from the time of completion in which to be removed from the Docks.

Barges remaining after the 24 hours will be charged for the use of the Docks.

One Penny per ton gross.

Barges entering the Docks empty and going out empty will be charged

One Penny per ton gross.

Barges entering the Docks with a cargo and leaving the Docks with the same cargo on board will be charged

One Penny per ton gross.

In all the above cases the minimum charge will be 5*s*.

N.B.—Should any Barge liable to the foregoing rates remain in Dock under charges more than a week, there will be an additional charge of 1*d*. per ton gross for every additional week or part thereof, with a minimum charge of 5*s*. per week or part thereof.

RATES ON GRAIN. No. 1.

	s.	*d.*	
On Wheat, Beans, Peas, Lentils, Dari, Maize, Tares, Linseed, Rapeseed and Millet :—			
For working out, weighing and delivering overside	1	9	per ton.
On Barley and Malt :—			
Working out, weighing and delivering overside	1	11	„
On Oats and Hempseed :—			
Working out, weighing and delivering overside	2	–	„

Badly damaged or badly heated grain will be subject to an extra charge.

QUAY RATES.—ON ALL GRAIN SPECIFIED ABOVE.

Landing, weighing at delivery and delivery, with rent from final day of discharge of parcel and insurance against fire as provided in the policies of the fire insurance offices :—

	2 Weeks.	3 Weeks.	4 Weeks.
500 quarters and over	1*s*. 9*d*. per ton	2*s*. 9*d*.	3*s*. 6*d*
Under 500 quarters	2*s*. 3*d*. „		

For quay rates, oats are taken at 38lbs., barley, 50lbs., and heavy grain 60lbs. per bushel.

Should any parcel *at time of discharge* be declared on the four weeks' rate, then on such parcel the rate will be 3*s*. per ton, also including four weeks' rent from date of final landing of the parcel.

At the expiration of four weeks, any quantity remaining will be subject to a rent charge of 3*d*. per ton per week (dated from the end of such four weeks), which will include insurance against fire as provided in the policies of the fire insurance offices.

NOTE.—When the quantity does not reach 500 qrs., but the charge at 2*s*. 3*d*. per ton exceeds the amount of 500 qrs at 1*s*. 9*d*. per ton, the latter amount only will be charged.

Damaged grain or mixtures will be charged fourth week rate, viz., 3*s*. 6*d*. per ton at time of landing.

EXTRA CHARGES.

Turning each time	2
Screening	
Weighing over	1

QUAY RATES.—ON PERSIAN GULF GRAIN IN BULK. No. 2.

Landing, weighing at delivery and delivery, with rent from final day of landing of parcel and insurance against fire as provided in the policies of the fire insurance offices:—

	2 Weeks.	3 Weeks.	4 Weeks.
500 quarters and over	2*s.* 3*d.* per ton	3*s.*	3*s* 6*d.*
Under 500 quarters	2*s.* 9*d.* „		

For quay rates, barley is taken at 50lbs., and heavy grain at 60 lbs. per bushel.

At the expiration of four weeks, any quantity remaining will be subject to a rent charge of 4*d.* per ton per week (dated from the end of such four weeks), which will include insurance against fire provided in the policies of the fire insurance offices.

NOTE.—When the quantity does not reach 500 qrs., but the charge at 2*s.* 9*d.* per ton exceeds the amount of 500 qrs. at 2*s.* 3*d.* per ton, the latter amount only will be charged.

Damaged grain or mixtures will be charged fourth week rate, viz., 3*s.* 6*d.* per ton, at time of landing.

Our rates on general merchandise may for ordinary purposes be taken to be on the same basis as those of the Joint Committee.

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7. SUMMARY of the STATUTORY POWERS of the MILLWALL DOCK COMPANY.

(Handed in by Mr. F. E. Duckham on the Fourth Day. See Question 981.)

27 & 28 Vict. cap. 255. (Millwall Canal Wharfs and Graving Docks Act, 1864.)

This company was incorporated in the year 1864 by the "Millwall Canal Wharfs and Graving Docks Act, 1864," under the title of the Millwall Canal Company with a capital of £510,000, divided into 25,500 shares of £20 each, and with power to borrow on mortgage any sum not exceeding £170,000.

By Section 2 the Harbours, Docks, and Piers Clauses Act, 1847 (save where excepted or varied by this Act), was incorporated with the Act.

By Section 24 the company was empowered to take lands, and to execute and maintain the following works and operations *(inter alia)*:—

(*a*) A canal or navigable cut and basins commencing at a point in the River Thames southward of the entrance to Millwall Docks and terminating at a point in the River Thames northward of Cubitt Town Pier.

(*b*) One or more entrances from the River Thames to the canal (*a*).

(*c*) A canal or navigable cut commencing from and out of the canal (*a*) and terminating near to the southern side of the Timber Dock belonging to the East and West India Dock Company.

(*d*) All proper and sufficient piers, walls, graving docks, locks, slips, gates, sluices, cuts, bridges, arches, wharfs, quays, avenues, ways, approaches, drains, sewers, culverts, embankments, tramways, stages, works, and conveniences connected with the canals (*a*) and (*c*) and the entrances (*b*) respectively.

(*i*) The appropriating from time to time of such parts as the company think fit of the lands acquired by them for wharfs, quays, landing stages, shipbuilding, and other yards, manufactories, and other purposes requiring water frontage.

And by Section 58 these works and operations, and the warehouses, buildings, and lands of the company were to be within, and form part of, the Port of London.

By Section 33 it was provided that the company might, subject to the regulations prescribed by the Thames Conservators, deepen and scour out the beach and bed of the Thames in front of the entrance to the docks, and at all times maintain and preserve there a depth of water the same as, or greater than, on the sills of the docks.

By Section 34, as soon as the works were completed, the company were obliged to maintain and keep burning every evening from sunset to sunrise such lights for the guidance of vessels as the Board of Trade or the Conservators might require or approve.

Section 56-57.—The company were empowered to enter into agreemnts with the East and West India Dock Company (in the Act called "the dock company") for the following purposes, that is to say:—

(*a*) The making of a connection between the company's canal and works and the timber dock of the dock company.

(*b*) The user by the company and the dock company of the connection so made and the works and conveniences belonging thereto.

(*c*) The user by the dock company of all or any part of the graving docks and other works and conveniences of the company.

Section 59.—All lighters and craft entering the company's canals, basins, etc., to discharge or receive ballast or goods to or from on board of any vessel lying therein, are exempted from payment of any rates so long as they are *bonâ fide* engaged in discharging or receiving such ballast or goods, and the ballast or goods so discharged or received are likewise exempted from any rate or charge.

Section 69.—The limits of authority of the company's dock master are fixed as extending to all parts of the Thames within 100 yards from the centre of the gates at the entrance from the river.

By Sections 73-75 the company can grant licence for the occupation or use of their wharfs, quays, warehouses,

Appendix. — 4th Day, No. 7— continued.

buildings, and yards for any purpose, and leases of the same for purposes connected with their undertaking, and may also sell the lands acquired by them under the Act, and not forming part of the water space of the canals, basins, entrances, or other works, but the purchase money of any land sold is to be first applied towards the discharge of the mortgage debt of the company.

Sections 76-77.—The company may take reasonable sums as tonnage rates in respect of all vessels entering, leaving, or using their canals and basins, and by Section 78 may take reasonable sums as wharfage rates (not exceeding the wharfage rates at the London and St. Katharine Docks) in respect of animals and things shipped or unshipped at or from or on their canals, basins, etc. Provided that (Section 79) no tonnage or wharfage rate shall be taken in respect of any ballast lighter, or ballast where the ballast lighter does not remain in the company's canals or basins more than twelve hours at a time.

These tonnage and wharfage rates may be compounded (Section 80), provided the composition be not preferential (Section 81).

Section 83.—The company may make reasonable charges for services in respect of shipping, unshipping, transhipping, landing, relanding, housing, unhousing, weighing, coopering, sampling, piling, unpiling, loading, unloading, receiving, delivering, repairing, protecting, and watching goods.

28 Vict. cap. 116. (London, Blackwall and Millwall Extension Railway Act, 1865.)

By this Act the London and Blackwall Railway Company were authorised to raise further capital, and to make the Millwall Extension Railway, described in the Act, as follows:—

> No. 4.—A railway wholly in the Parish of All Saints', Poplar, from and out of the London and Blackwall Railway, commencing by a junction with that railway at or near to a point 113 yards or thereabouts to the westward of a footbridge over the London and Blackwall Railway, at the south end of Harrow Lane, and terminating at the quay, or wharf, or river wall, on the northern shore of the River Thames, at or near to a point 22 yards or thereabouts to the eastward of the draw dock or landing place, at the southern end of Johnson Street.

By Section 44 the railway company was to permit the Millwall Canal Company to make sidings, tramways, and junctions, to connect the Millwall Extension Railway, and any wharf or premises adjoining or abutting upon any of their proposed canals, basins, or water space.

By Section 59 the railway company, and the East and West India Dock Company, and the Millwall Canal Company respectively, were authorised to make agreements for the construction and the use and working of the extension railway through the property of the dock company and canal company respectively.

29 & 30 Vict. cap. 323. (Millwall Canal Act 1866.)

By Section 3 the company were authorised to raise, by the creation of ordinary or preference shares, additional capital up to £490,000, and (Section 6) to borrow on mortgage any sum not exceeding £163,300, and (Section 8) to create and issue debenture stock.

31 & 32 Vict. cap. 120. (London, Blackwall and Millwall Extension Railway Act, 1868.)

By Section 10 the Blackwall and Great Eastern Railway Companies conjointly were authorised to make, with the East and West India Dock Company and with the Millwall Canal Company respectively, such arrangements as might be requisite to give full effect to any of the provisions of the Act, and by Section 11 the agreement scheduled to the Act between the Blackwall Railway Company, the Great Eastern Railway Company, and the Millwall Canal Company, was confirmed.

By the scheduled agreement the Millwall Canal Company undertook, at their own cost, to construct so much of the Extension Railway as passes through their property; and also to work and use the extension railway in and through their property up to the point where the traffic was to be received by the Great Eastern Company, and there deliver to the Great Eastern Company as well, all the traffic destined to pass over the North London Railway as to pass over the Great Eastern Railway, upon terms in the agreement set forth.

The Great Eastern Railway Company bound themselves to receive all traffic from the extension railway at the northernmost point of the West India Docks' property, and carry the same on to the Blackwall Main Line, and thence to forward, carry on and accommodate all such traffic on equal terms with the other like traffic of the Great Eastern Company.

33 Vict., cap. 20. (Millwall Dock Act 1870.)

The preamble recited the powers previously granted to the company, and that in March, 1868, they opened their docks for public use, and were carrying on business as a dock company, and then after referring to a litigation, it recited that warehouses had been erected by the company for their dock business, but the accommodation was then insufficient, also that the company had, with the sanction of Parliament, undertaken the construction at their own cost of so much of the London, Blackwall, and Millwall Extension Railway as passed through their property, and to work the line in and through their property up to the point where the traffic was to be received by the Great Eastern Railway Company, and also that the name of the Company did not fairly represent the objects and business of the undertaking.

By Section 4 the company were authorised to borrow on mortgage, or raise by the issue of debenture stock, £63,300, part of the £163,300 authorised by the Millwall Canal Act, 1866, by instalments of £15,000 each against each further issue of £45,000 share capital under that Act.

Section 6.—The company's obligation to apply purchase money arising from sales of land in discharge of their mortgage debt was relaxed so as to authorise also the extinction of debenture stock by its purchase in the market, or the application thereof to any of the general capital purposes of the company.

Section 8 changes the name of the company to "Millwall Dock Company."

Section 9 extends the purposes of the company's undertaking to the construction through their property, and the equipment of the Millwall Extension Railway, and the carrying into effect of agreements on the subject.

42 & 43 Vict. cap. 67. (Millwall Dock Act, 1879.)

Section 3 authorises the company to raise additional ordinary capital not exceeding £90,000, and Section 7 to borrow on mortgage up to £30,000, or issue debenture stock for that amount.

Section 13 extends the time for sale of superfluous lands for a period of ten years.

Section 14 empowers the company to purchase or acquire by agreement additional lands not exceeding thirty-five acres.

Section 16 empowers the company and the East and West India Dock Company (without prejudice to subsisting agreements) to enter into arrangements for the conversion of the section of the Millwall Extension Railway passing through the East and West India Docks into a locomotive passenger and goods line, and for the working of that section by locomotive engines.

By Section 18 the company were empowered to make agreements from time to time with the East and West India and London and St. Katharine Dock Companies with reference to the interchange and accommodation of traffic entering and leaving or destined for the docks of the respective companies.

45 Vict., cap. 36. (Millwall Dock Act, 1882.)

By Section 3 the company were authorised to raise additional capital not exceeding £250,000 in either ordinary or preference stock, and to borrow on mortgage up to £83,300.

50 Vict. (Session 2), cap. 27. (Millwall Dock Act, 1887.)

By Section 3 the company were authorised to raise additional capital not exceeding £300,000, of which £200,000 might be preference stock, and to borrow on mortgage up to £100,000.

By Sections 12 and 13 the powers of the company as to the leasing and letting of their lands

under the Act of 1864 were extended to practically all their property outside the dock fences, and the time limited by the Act of 1879 for the sale of superfluous lands was extended for a further period of seven years.

59 Vict., cap. 9. (Millwall Dock Act 1896.)

By Section 2 the time limited for the sale of lands which might ultimately become superfluous was extended for a further period of ten years from the expiration of the period limited by the Act of 1879, as amended by the Act of 1887, the time so limited expiring now in 1906.

62 & 63 Vict., cap. 163. (Millwall Dock Act, 1899.)

By the Millwall Dock Act, 1899, the past expenditure for income purposes of various amounts, appearing by the accounts of the Company to the credit of the capital account, was legalised, and the company was authorised to alter its accounts accordingly, and by Section 4 certain facilities for borrowing were granted to the company, which, however, have not been taken advantage of hitherto.

The first schedule to this Act states the capital of the company at that time, and is as follows:—

Description of Capital.	Authorised.	Received.
	£.	£.
Ordinary Stock - - - -	700,000	599,700
Preference Stock (5 per cent.) -	490,000	490,000
Preference Stock (4½ per cent.) -	250,000	250,000
New Preference Stock (5 per cent.) - - - - - -	200,000	200,000
Debenture Stock - - -	543,457	503,457
£.	2,183,457	2,043,157

8. Return showing a Comparison of Dock Charges at Various Ports.

(*Handed in by Mr. John Innes Rogers on the Fourth Day. See Question 1158.*)

(Return made according to a resolution of the Dock Trust Sub-Committee of the Chamber, 25th January 1900; adopted by the Railway and Dock Rates and Charges Committee on the 10th October, 1900, and confirmed by the Council of the Chamber on the 18th October, 1900.)

Return of information relating to the official rates and charges on vessels and imports fixed by the authorities controlling the docks at certain ports in the United Kingdom.

Preface.

At a meeting of the Dock Trust Sub-Committee, held on Thursday, January 25th, 1900, it was agreed—

"That a sub-committee, consisting of Messrs. Coke, Lafone, and G. Roffey, be appointed to confer with representatives of the various trades in order to ascertain the dock and wharf charges in London, on the following articles, for the purpose of comparing them with the charges in other ports:—

"(1) Breadstuffs: Corn, grain, and flour; (2) tea; (3) tobacco; (4) hides; (5) rice; (6) cotton; (7) coffee; (8) hemp and kindred fibres; (9) tallow; (10) sugar; (11) iron; (12) wool; (13) pepper; (14) silk; (15) jute; (16) seeds; (17) cocoa; (18) timber; (19) green fruit; (20) dried fruit; (21) wines and spirits."

At a meeting of the Railway and Dock Rates and Charges Committee, held on Friday, March 30th, 1900, it was agreed—

"That the comparative statement which was being prepared by the Special Committee should include lead, spelter, and other minerals, as well as iron."

In accordance with the instructions contained in the foregoing resolutions of the Dock Trust Committee, and the Railway and Dock Rates and Charges Committee, the special sub-committee have investigated the published official charges of the ports specified in the annexed tables, and, after reducing them to a common denominator, have produced as close a comparison of the relative cost of handling such goods at the several ports, as under the varying methods of treatment it is possible to make.

When it is remembered that the units of charge at the different ports frequently differ, and that the amount of labour expended by the dock authorities on the movement of the goods in most cases vary, it will be seen that great difficulties exist in arriving at an accurate comparison of the relative cost. The sub-committee therefore wish it to be clearly understood that the figures given in the annexed tables, though correct in themselves, may not give an absolutely true comparison of the result of working out cargoes, though they approximate sufficiently to the actual state of things as to serve the purpose of the present investigation.

It will be observed that some of the articles enumerated in the committee's resolution have been omitted from the comparison; the reason being that the trade in these articles is centred in one particular port—such as tea, silk, cocoa, and clothing wool in London, and American cotton in Liverpool—so that any comparison of nominal charges would be worthless.

An investigation of these tables shows that, for the class of traders who import goods on their own account, or who buy ex-ship and take the goods away in their own barges to their own factories or warehouses, London is practically a free port; but for the much larger class of traders—the importing merchants who bring their goods to the London market for sale as a centre for distribution—it is, as regards the docks, the most expensive port in the United Kingdom.

Although comparison is made in the tables between cost of delivery to craft in London and Liverpool, yet it must be clearly understood that the delivery to craft in Liverpool is optional on the part of the shipowner, and only a small part of the business of the port is done in this way, when it suits the convenience of the ship; whereas in London it is optional with the owners of the B/Lg. to take delivery on the quay, except with North American goods, and the system of overside delivery prevails generally.

With these introductory remarks the sub-committee beg to offer the following explanation of the several tables:—

Table 1.—Breadstuffs: Wheat, Oats, and Barley.—The first sheet contains a statement of the quantities imported at certain ports in the year 1898. These are taken from the latest published Customs' returns, and are given to show the relative importance of the charges on the local trade. This sheet also contains a comparison of the total charges under five methods of treatment, and the supplemental sheets—five in number—give the details of these charges under their several heads. It will be noticed that on the three articles of wheat, oats, and barley, there is a charge in London for delivery overside to craft which does not exist in the case of any other article dealt with in these tables. The explanation is to be found in the joint action of the large shipping com-

Appendix. 4th Day, No. 8—continued.

panies trading with North America, who insist on this charge as a condition of the B/Lg. It goes in relief of the ship, and in no way contributes to the support of the docks. It will be seen also that under each head of treatment, from the initial overside to craft to the final delivery from warehouse, the charges in London are higher than elsewhere, notwithstanding that at most of the other ports "inward dues" are levied for the support of the port, whereas in London there is no such charge; thus the cost of delivering wheat direct to railway truck in London is 2s. 9d. per ton against 1s. 7¾d. in Liverpool. From quay to craft in London 4s. 3d. against 2s. 9½d. in Bristol. From warehouse, with two weeks' rent, in London 4s. 3d. per ton against 3s. in Liverpool. And at all the smaller ports the charges are still less than those in Liverpool: the amount of labour provided by the dock authorities in these ports being less than at the larger ports. In other words, the importer moves the goods at his own cost.

Table 2.—Flour.—The total quantity imported into London in 1898 was 374,000 tons, against 230,000 tons at Liverpool, 194,000 tons at Glasgow, and 14,000 tons at Hull. Delivered from quay to cart, the cost in London is 4s. per ton, in Liverpool 3s. 2d., Glasgow 2s. 4d., and Hull 1s. 8d.; but as the docks in which the large ocean steamers discharge are seven miles down from London Bridge, very small percentage of flour is deliverable at 4s. per ton. In addition to the 1s. 6d. per ton quay rate, the flour has to bear 4s. per ton for lighterage and landing at the St. Katharine's Dock warehouses, or at any of the convenient wharves for distribution in London. Free delivery overside has been rendered nugatory upon nine-tenths of the flour imported into London through the shipowners inserting in American Bs/L a clause known as the London Clause, whereby they are enabled to make a charge of 1s. 6d. per ton for discharging the flour on the quay for the convenience of the ship.

Table 3.—Unmanufactured Tobacco.—The quantity imported into London in 1898 was 9,150 tons, into Liverpool 22,000 tons, and very small quantities at other ports. At both the above-named ports all tobacco is stored at the bonded warehouses of the docks, where in most cases, it is delivered by the ship under a clause in the B/Lg. known as the Queen's Warehouse Delivery Clause. When such clause is not inserted in the B/Lg., the importer pays the cost of moving the goods from ship to warehouse. At the London Docks the charge for receiving, housing for four weeks, and delivery, is 5s. 6d. per hogshead of 1,200lbs., or 10s. 3d. per ton; at Liverpool the corresponding services are performed for 4s. 3¾d. per hogshead, or 8s. 1d. per ton, of which 2s. per ton goes for inward dues; but for the longer period of one year's housing the charge in London is less than in Liverpool—namely, £1 15s. 11d. per ton against £2 0s. 3d..

Table 4.—Hides.—The quantity imported into London in 1898 was 25,500 tons, 11,000 tons at Liverpool, and 11,000 tons at Hull, with small quantities elsewhere. The comparison in this case is made only between London and Liverpool, as it has been found difficult to ascertain the methods of treatment for the class of hides selected—namely, "Wet salted, ox or cow," at the other ports. It will be seen that the "delivery overside into craft" in London is free, against 10s. per 100 hides in Liverpool, of which 8s. 4d. goes to the Dock Board. Delivery from quay to cart, the charge in London is 13s. against 14s. 4d. in Liverpool. Delivered from dock warehouses, including four weeks' rent, the charge is £1 1s. 7d. at London against £1 2s. 4d. at Liverpool; but the latter quotation is almost nominal as goods of this nature are generally taken away from the ship in the speediest manner possible.

Table 5.—Rice.—The quantity imported into London in 1898 was 105,000 tons, against 96,500 tons in Liverpool, and trifling quantities at the smaller ports. This article is generally taken by barge direct from the ship in London free, and by cart from the quay in Liverpool at a cost of 2s. 2d. per ton, of which 1s. 4d. goes to the Dock Board, and 10d. per ton to the Master Porter for landing, weighing, and delivery to cart. If it touches the quay in London, the cost is 3s. 11½d. against 2s. 2d. in Liverpool, 2s. 8d. in Hull, and 2s. 4d. in Glasgow. Warehoused for four weeks and delivered from dock warehouses, the cost in London would be 3s. 11½d. against 3s. 8d. in Liverpool.

Table 6.—Cotton.—The bulk of the cotton imported into Liverpool is American, and only a small quantity now comes from India; but as the import into London (10,000 tons) is chiefly East Indian, the comparison of rates is based on the latter grade. In London the greater portion is delivered free to barge; in Liverpool it is taken from the quay by cart, at a cost of 3s. per ton, of which 2s. goes to the Dock Board, and 1s. to the Master Porter for working on quay and delivery to cart. If the cotton touches the quay in London, the charge for delivery to cart is 4s., and to craft 5s. per ton. Warehoused for four weeks and delivered from dock warehouses, the cost in London is 7s. 8d. per ton, against 4s. 10¾d. in Liverpool. With six weeks' rent and various working operations the cost in London is 10s., against 7s. 4¾d. in Liverpool. Nearly all the cotton imported at Liverpool is taken away from the quay to private warehouses.

Table 7.—Coffee.—The rates compared are those quoted for the generic name, not for coffee specially enumerated, such as Brazilian, of which there is a preponderating amount at some ports and less at others. The total quantity of all sorts imported into London in 1898 was 28,374 tons, and only 809 tons at Liverpool, with insignificant quantities at other ports. This article, like all others in London, is delievered free from ship to barge; but the lowest rate in Liverpool for practical business is 3s. 11d. per ton, of which 2s. 3d. goes to the Dock Board for inward dues, and 1s. 8d. to the Master Porter. If the goods touch the quay in London, the charge for delivery to cart is 7s. 8½d., against the corresponding charge of 3s. 11d. in Liverpool. Warehoused for four weeks and delivered from dock warehouses, the charge in London is 13s. 1½d., against 14s. 6d. in Liverpool.

Table 8.—Hemp.—The quantity imported at London in 1898 was 52,300 tons, at Liverpool 23,700 tons, at Hull 7,600 tons, and smaller quantities at other ports. Delivery overside into craft in London is free; at Liverpool the quoted rate is 2s. 3½d., of which 2s. goes to the Dock Board; but in practice there is no delivery to craft, the goods being taken from the quay by cart at a cost of 3s. 1d., of which 2s. goes to the Dock Board, and 1s. 1d. to the Master Porter, for working on the quay and delivery to cart. The corresponding charge in London is 6s. 2d., and at Hull 2s. 6d. Delivered from dock warehouses after four weeks' housing, the charge at London is 7s. 7d. per ton, at Liverpool 5s. 3d., and at Hull, 4s. 2d.

Table 9.—Tallow.—The quantity imported at London was 58,400 tons, at Liverpool 31,000 tons, at Hull 5,000 tons, and smaller quantities at other ports. Delivery to craft at London and Hull is free, at Liverpool the corresponding rate is 2s. 6½d., but there was no such business, delivery being made to cart at a cost of 3s. 1d., of which 2s. 3d. goes to the Dock Board. At London the corresponding quotation is 2s. 9½d. per ton. Delivered from dock company's warehouse after six weeks' rent the charge at London is 7s. 2½d. per ton, against 5s. 11½d. at Liverpool and 4s. 3d. at Hull. Delivered from private warehouses in London the cost is 5s. 4½d. At Liverpool this business is done by agreement with the importer, and the cost varies according to circumstances, but is generally below the Dock Board's quoted rates. In London the private warehouses work under agreement with the dock companies at 5 to 10 per cent. below the quoted official rates, and the same applies to the whole import trade of London.

Table 10.—Raw Sugar (in bags).—The quantity imported at London was 285,436 tons, at Liverpool 313,105 tons, at Bristol 15,133 tons, and smaller quantities at other ports. Most of the business at London is done free to craft. At Liverpool delivery is taken by cart from the quay at a cost of 2s. 10d. per ton, of which 2s. goes to the Dock Board and 10d. for the Master Porter for working on the quay and delivery to cart. The corresponding charge from quay to cart at London is 4s. 2d., at Bristol 2s. 8d., and at Hull 1s. 7d. Delivered from dock company's warehouse, after six weeks' housing, the charge in London is 5s. 8d., at Liverpool 4s. 10½d., at Bristol 5s. 1d., and at Hull 4s. 3d. The closed docks in Liverpool are largely used for the sugar trade, because of the facility afforded by the settlement of disputes between buyer and seller by the officials of the Dock Board.

Table 11.—Pig-iron.—The quantity imported at London was 2,814 tons, at Liverpool 48,300 tons, at Hull 40,500 tons, and smaller quantities elsewhere. At London and Hull the delivery to craft is free, while at Liverpool the

delivery is made from quay to cart at a cost of 1s. 4½d., of which 7½d. goes to the Dock Board and 9d. to the master porter for receiving on the quay and delivery to cart. The corresponding charge in London is 6s. 3d., at Hull 1s. 4d., at Glasgow 1s. 3d. If stowed for four weeks and delivered, the charge at London is 6s. 7d., at Liverpool 3s. 1½d., and at Hull 2s. 6d.

Table 12.—Iron Ore.—The quantity imported at London was 13,600 tons, at Liverpool 37,155 tons, at Glasgow 654,931 tons, at Middlesborough 1,103,000 tons, at Newcastle-on-Tyne 325,000 tons, and at Hartlepool 178,000 tons.

The trade in this article is so small at London as compared with that at the iron districts in other parts of England that any comparison of dock charges would answer no purpose. The tables, however, have been prepared for those who are specially interested in the iron trade.

Table 13.—Pig Lead.—The quantity imported at London was 101,810 tons, 22,000 tons at Liverpool, 2,900 tons at Hull, 3,600 tons at Bristol, and 9,400 tons at Glasgow. Overside delivery at London and Hull is free. Delivery from quay to cart at London costs 2s. 9d. per ton, at Liverpool 2s. 0½d., at Hull 1s. 6d., at Glasgow 2s. 3d. From quay to craft at London the cost is 3s. 2d. against Liverpool 2s. 2d. Warehoused for four weeks and delivered—this costs in London 4s. 4d., in Liverpool 3s. 7½d., in Hull and Newcastle-on-Tyne 2s. 10d. per ton.

Table 14.—Lead Ore.—The quantity imported at London was 27,500 tons, at Liverpool 1,229 tons, and at Newcastle-on-Tyne 5,764 tons. Overside delivery to craft at London and Hull is free. Delivery from import quay to cart at London is 3s. 9d., at Liverpool 1s. 1d. if in packages, 1s. 4d. if in bulk. From quay to craft at London the charge is 4s., at Liverpool 1s. 6½d. if in packages, 1s. 10⅔d. if in bulk. If warehoused for four weeks and delivered, the cost at London is 6s. 3d., and at Liverpool 3s. 1½d. and 3s. 9d., in packages and bulk respectively. At Newcastle-on-Tyne the delivery to craft costs 4d. per ton.

Table 15.—Spelter.—Delivery from quay to cart in London costs 4s. per ton, at Liverpool 1s. 10d. per ton, at Hull 1s. 6d., and at Glasgow 2s. 9d. Delivery from quay to craft at London costs 5s. per ton, against 2s. 3½d. in Liverpool. Warehoused for four weeks and delivery at London costs 6s. 4d., against 3s. 10½d. at Liverpool, and 2s. 8d. per ton at Hull. Particulars of these charges will be found in the tables.

Table 16.—Wool.—The quantity of all sorts imported into London was 233,000 tons, at Liverpool 36,100 tons, at Hull 555 tons, at Glasgow 859 tons. The grade imported at London is chiefly colonial clothing wool. At Liverpool the greater quantity consists of East India carpet wool. At Liverpool the dock warehouses are utilised for storing, preparing, and showing the wool for sale by public auction; at London the dock warehouses and private warehouses work in conjunction. Delivered from quay to cart, the charge in London is 7s. 6d. per ton, at Liverpool 4s. 5½d., at Hull 2s. 2d., and at Glasgow 2s. 10d. Delivered from warehouses, including twelve weeks' rent, the cost is 28s. 7d. in London for colonial wool, and in Liverpool it is 17s. 1d. for East India wool. The accommodation required at both ports for showing the wool for auction is extensive, and very careful preparation of the bales is necessary, which explains the reason why the dock warehouses are used in Liverpool, and a combination of warehouses in London, for the purposes of the wool trade. Some of the coarse wools, such as Bagdad and Persian grades, imported into London, are taken free overside to private warehouses, where they can be worked at a less cost than at the dock warehouses.

Table 17.—Black Pepper.—The quantity imported at London was 12,829 tons, at Liverpool 339 tons, at Hull 57 tons, and none at other ports. Delivery overside to craft is free at London and Hull. From quay to cart the cost in London is 4s. 9d., at Liverpool 4s. 11½d., at Hull 3s. Warehoused for six weeks and delivered from dock warehouses, the charge in London is 9s., at Liverpool 8s. 5½d., at Hull 5s. 9d. From private warehouses, with six weeks' rent, the charge in London is 8s. 6½d.

Table 18.—Agricultural Seeds.—Delivery overside to craft at London and Hull is free. From quay to cart at London 5s. per ton, at Liverpool 3s. 6d. per ton, at Hull 3s., and at Glasgow 3s. 6d. Warehoused for four weeks, and delivered from dock warehouses, at London costs 8s. per ton, at Liverpool 5s. 4d. per ton, and at Hull 4s. 11d. From private warehouses in London the cost is 7s. 2½d. per ton.

Table 19.—Jute.—The quantity imported at London in 1898 was 115,650 tons, at Liverpool 4,000 tons, at Glasgow 1,088 tons, and at Dundee 215,806 tons. Delivered from quay to cart, the cost in London is 4s. 0½d., at Liverpool 3s. 1d., and at Dundee 1s. 6d. From private warehouses, with four weeks' rent, in London the cost is 4s. 9d. per ton.

Table 20.—Timber.—This table shows the quantity of hewn and sawn wood imported at all the ports; as will be seen, it is a very large trade. The methods of treatment at the different ports vary so greatly, and the subdivisions of charges are so numerous, that it has been found impossible to make any comparison of charges on timber generally. One quotation has, however, been selected out of the mass—viz., "boards and board ends, under six inches in width"—as an illustration of the whole; an inspection of which shows that on this article, as on most others, the charges in London are higher than elsewhere, with the exception of Bristol, which is the dearest port in the United Kingdom. See Q. 4689–90.

Table 21.—Wine (in casks).—The quantity imported at London was 10,026,488 gallons, at Liverpool 2,795,547 gallons, and smaller quantities at all the other ports. The comparison of charges has been drawn between London and Liverpool only; and the details are so numerous and technical that an inspection of the tables by those interested must be invited.

In addition to the twenty-one Tables of comparison of charges on goods imported at various ports, the sub-committee venture to submit two further Tables (A and B); the first showing the tonnage rates levied on ships at eight ports in the United Kingdom; the second being a statement of capital expenditure on the Docks of London, taken from the last published statement of accounts of the four London Dock Companies, together with the market value of the stocks as quoted early in May.

Table B shows that nearly twenty-two millions of money has been spent in providing the present dock accommodation, which is now acknowledged to be insufficient for the traffic of the Port of London. The average value of this large outlay, taken from Stock Katharine Dock Company stands at nearly 50 per cent, while the ordinary stock of the London and St. Katherine Dock Company stands at nearly 50 per cent. discount, and that of the East and West India Dock Company at 80 per cent. discount. How, then, can improved accommodation commensurate with the requirements of trade, be carried out, unless some radical change be effected in the London Docks.

H. Coke,

Chairman of the Special Sub-Committee.

London, June, 1900.

Appendix
4th Day.
No. 8—
continued

LIST OF TABLES.

TABLE 1.—Wheat, Oats and Barley

" 2.—Flour.

" 3.—Unmanufactured Tobacco.

" 4.—Hides.

" 5.—Rice.

" 6.—Cotton.

" 7.—Coffee.

" 8.—Hemp.

" 9.—Tallow.

" 10.—Raw Sugar (in bags).

" 11.—Pig Iron.

" 12.—Iron Ore

" 13.—Pig Lead.

" 14.—Lead Ore.

" 15.—Spelter.

" 16.—Wool.

" 17.—Black Pepper.

" 18.—Agricultural Seeds

" 19.—Jute.

" 20.—Timber.

" 21.—Wines (in casks).

" 22.—Rum.

" A.—Tonnage Dues on Shipping

" B.—Statement of Capital Expenditure of London Docks.

Table 1.

Wheat, Oats, and Barley—in Bulk.

Summary of Comparison of Official Charges at the undermentioned Ports.

Total Quantity Imported into the United Kingdom in the year 1898 :—Wheat, 3,261,396 tons ; Oats, 778,895 tons ; Barley, 1,222,850 tons.

Quantities imported at certain ports, 1898	Wheat	Tons. 554,506	Tons. 1,044,459	Tons. 581,610	Tons. 222,795	Tons. 79,600	Tons. 5,745	No figures available.	None.	Tons. 31,205	Tons. 1,880	No figures available.
	Oats	538,113	26,293	37,594	32,655	27,457	2,400			11,945	185	
	Barley	185,855	63,689	205,468	229,200	51,190	19,400			3,920	4,050	
Charges on Goods when :—		London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.	Lynn.
		Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
a Delivered overside from ship to craft	Wheat	9*	1 3·25	– 5·14	1 2·3	2 –	– 6	—	—	—	– 10·47	—
	Oats	2 –	3·75	– 7·33	1 7·4	2 –	– 6	—	—	—	1 3·58	—
	Barley	1 11	3·25	– 5·5	1 2·55	2 –	– 6	—	—	—	– 11·75	—
b Delivered direct to railway truck	Wheat	2 9	1 7·75	—	1 7·7	—	—	1 –	—	1 1·55	– 10·47	1 0·13
	Oats	3 –	1 8·75	—	1 10·8	—	—	1 –	—	1 6·66	1 3·58	1 5·33
	Barley	2 11	1 7·75	—	2 1·2	—	—	1 –	—	1 2	– 11·75	1 2·56
c Delivered from import quay to craft	Wheat	4 3	—	1 9	2 9·5	—	—	—	—	1 3·32	—	—
	Oats	4 6	—	2 6	3 8·1	—	—	—	—	1 9·32	—	—
	Barley	4 5	—	1 10·5	2 9·1	—	—	—	—	1 4	—	—
d Delivered from warehouse, including 2 weeks' housing		Dock Warehouse.	Grain Warehouse.	Housing. 10 days. / 2 weeks.	Dock Warehouse.					Housing 10 days. / 2 weeks.	Housing 10 days. / 2 weeks.	Dock Warehouse.
				s. d. / s. d.						s. d. / s. d.	s. d. / s. d.	
	Wheat	4 3	3 –	1 9 / 2 6·33	2 11	—	—	2 –	—	1 8·66 / 2 5·1	1 5·58 / 2 2·02	2 4
	Oats	4 6	3 9·5	2 6 / 3 7·33	3 9·7	—	—	2 –	—	2 5·32 / 3 5·99	2 2·24 / 3 2·91	3 4
	Barley	4 5	3 –	1 10·5 / 2 8·5	2 10·3	—	—	2 –	—	1 10 / 2 7·5	1 7·75 / 2 5·25	2 9·6
e Delivered from import quay to cart							Direct from ship to cart.					Direct from ship to cart.
	Wheat	4 3	2 1	1 9	—	2 1	– 6	1 –	—	—	– 10·22	1 0·13
	Oats	4 6	2 4·5	2 6	—	2 1	– 6	1 –	—	—	1 3·33	1 5·33
	Barley	4 5	2 1	1 10·5	—	2 1	– 6	1 –	—	—	– 11·5	1 2·56

* From North American Ports.

TABLE 1—*continued.*

WHEAT, OATS, AND BARLEY—IN BULK.

Details of Comparison.—Delivered overside to Craft.—(*A.*)

CHARGES ON GOODS.		London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.	Lynn.
		Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	Wheat	—	1 –	—	– 3·5	1 –	– 3	—	—	—	– 2·47	—
	Oats	—	1 –	—	– 5	1 –	– 3	—	—	—	– 3·58	—
	Barley	—	1 –	—	– 3·75	1 –	– 3	—	—	—	– 2·75	—
Wokring out from ship	Wheat	1 9	Paid by ship	Paid by ship	Paid by ship	Paid by ship	Paid by ship	—	—	—	Paid by ship	—
	Oats	2 –										
	Barley	1 11										
Delivery overside into craft	Wheat	Included	– 3·25	– 5·14	– 10·82	1 –	– 3	—	—	—	– 8	—
	Oats		– 3·75	– 7·33	– 2·4	1 –	– 3	—	—	—	1 –	—
	Barley		– 3·25	– 5·5	– 10·8	1 –	– 3	—	—	—	– 9	—
	Wheat	1 9	1 3·25	– 5·14	1 2·3	2 –	– 6	Grain is not delivered overside at this port	Not imported.	—	– 10·47	—
	Oats	2 –	1 3·75	– 7·33	1 7·4	2 –	– 6			—	1 3·58	—
	Barley	1 11	1 3·25	– 5·5	1 2·55	2 –	– 6			—	– 11·75	—

TABLE 1—*continued.*

WHEAT, OATS, AND BARLEY—IN BULK.

Details of Comparison.—Delivered direct to Railway Truck.—(*B.*)

CHARGES ON GOODS.		London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.*	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.	Lynn.
		Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d
Inward dues	Wheat	—	1 –	—	– 7	—	—	– 3	—	– 5·55	– 2·47	– 2·8
	Oats	—	1 –	—	– 10	—	—	– 3	—	– 6·66	– 3·58	– 4
	Barley	—	1 –	—	– 7	—	—	– 3	—	– 5	– 2·75	– 3·36
Working out from ship	Wheat	1 9	Paid by ship	—	Paid by ship	–	–	Paid by ship	—	Paid by ship	Paid by ship	Paid by ship
	Oats	2 –										
	Barley	1 11										
Landing and delivery to railway trucks	Wheat	1 –	– 7·75	—	1 0·7	—	—	– 9	—	– 8	– 8	– 9·33
	Oats	1 –	– 8·75	—	1 0·8	—	—	– 9	—	1 –	1 –	1 1·33
	Barley	1 –	– 7·75	—	– 5·7	—	—	– 9	—	– 9	– 9	– 11·2
	Wheat	2 9	1 7·75	–	1 7·7	—	—	1 –	Not imported	1 1·55	– 10·47	1 0·13
	Oats	3 –	1 8·75	–	1 10·8	—	—	1 –		1 6·66	1 3·58	1 5·33
	Barley	2 11	1 7·75	–	2 1·2	—	—	1 –		1 2	– 11·75	1 2·56

* In some cases the railway rate includes quay delivery charges.

TABLE 1—*continued.*

WHEAT, OATS, AND BARLEY—IN BULK.

Details of Comparison.—Delivered from Import Quay to Craft—(*C.*)

CHARGES ON GOODS.		London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne	Hartlepool.	Lynn.
		Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
Inward dues	Wheat	—	—	Included in quay delivery rate.	- 7	—	—	—	—	- 5·55	—	—
	Oats	—	—		- 10	—	—	—	—	- 6·66	—	—
	Barley	—	—		- 7·5	—	—	—	—	- 5	—	—
Working out from ship	Wheat	1 9	—	Paid by ship	Paid by ship	—	—	—	—	Paid by ship	—	—
	Oats	2 -	—			—	—	—	—		—	—
	Barley	1 11	—			—	—	—	—		—	—
Landing on quay and delivery to craft	Wheat	2 6	—	1 9	2 1·1	—	—	—	—	- 9·77	—	—
	Oats	2 6	—	2 6	2 8·5	—	—	—	—	1 2·66	—	—
	Barley	2 6	—	1 10·5	2 0·4	—	—	—	—	- 11	—	—
	Wheat	4 3	—	1 9	2 8·1	—	—	No delivery to craft at this port.	Not imported.	1 3·32	—	—
	Oats	4 6	—	2 6	3 6·5	—	—			1 9·32	—	—
	Barley	4 5	—	1 10·5	2 7·9	—	—			1 4	—	—

TABLE 1—*continued.*

WHEAT, OATS, AND BARLEY—IN BULK.

Details of Comparison.—Delivered from Warehouse, including Two weeks Housing.—(*D.*)

CHARGES ON GOODS.		London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro.	Newcastle-on-Tyne.	Hartlepool.	Lynn.
		Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	Wheat	—	1 –	Included in Consolidated Rate.	– 7	—	—	– 3	—	– ·55	– 2·47	– 2·8
	Oats		1 –		– 10	—	—	– 3	—	– 6·66	– 3·58	– 4
	Barley		1 –		– 7·5	—	—	– 3	—	– 5	– 2·75	– 3·36
Working out from ship	Wheat	1 9	Paid by ship	Paid by ship	Paid by ship	—	—	Paid by ship	—	Paid by ship	Paid by ship	Paid by ship
	Oats	2 –										
	Barley	1 11										
Landing and housing	Wheat	—	1 –	Consolidated rate, including inward dues, landing, housing, and delivery.	2 1	—	—	– 9	—	1 1·33	1 1·33	– 11·2
	Oats	—	1 6·5		2 8·5	—	—	– 9	—	1 8	1 8	1 4
	Barley	—	1 –		2 0·4	—	—	– 9	—	1 3	1 3	1 1·44
Two weeks rent	Wheat	Quay delivery rate, including 14 days' rent.	– 3·5	2 4	– 3	—	—	– 2	—	– 2·22	– 2·22	– 2·8
	Oats		– 4	3 4	– 3·2	—	—	– 2	—	– 3·33	– 3·33	– 4
	Barley		– 3·5	2 6	– 2·4	—	—	– 2	—	– 2·5	– 2·5	– 3·36
Delivery	Wheat	2 6	– 8·5	Rent – 2·33	Included	—	—	– 10	—	– 8	– 8	– 11·2
	Oats	2 6	– 11	– 3·33				– 10	—	1 –	1 –	1 4
	Barley	2 6	– 8·5	– 2·5				– 10	—	– 9	– 9	1 1·44
	Wheat	4 3	3 –	2 6·33	2 11	—	—	2 –	Not imported.	2 5·1	2 2·02	2 4
	Oats	4 6	3 9·5	3 7·33	3 9·7	—	—	2 –		3 5·99	3 2·91	3 4
	Barley	4 5	3 –	2 8·5	2 10·3	—	—	2 –		2 7·5	2 5·25	2 9·6
At some Ports goods are delivered from Warehouse after 10 days' housing, including other labour, as shown above, at a Consolidated Rate of	Wheat	—	—	1 9	—	—	—	—	—	1 8·66	1 5·58	—
	Oats	—	—	2 6	—	—	—	—	—	2 5·32	2 2·24	—
	Barley	—	—	1 10·5	—	—	—	—	—	1 10	1 7·75	—

TABLE 1—*continued.*

WHEAT, OATS, AND BARLEY—IN BULK.

Details of Comparison.—Delivered from Import Quay to Cart.—(*E.*)

CHARGES ON GOODS.		London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.	Lynn.
		Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
Inward dues	Wheat	—	1 -	Included in quay delivery rate.	—	1 -	—	—	—	—	- 2·22	- 2·8
	Oats	—	1 -		—	1 -	- 3	- 3	—	—	- 3·33	- 4
	Barley	—	1 -		—	1 -	—	—	—	—	- 2·5	- 3·36
Working out from ship	Wheat	1 9	Paid by ship	Paid by ship	—	Paid by ship	Paid by ship	Paid by ship	-	—	Paid by ship	Paid by ship
	Oats	2 -										
	Barley	1 11										
Receiving from ship and delivery to cart	Wheat	2 6	1 1	1 9	—	1 1	—	—	—	—	- 8	- 9·33
	Oats	2 6	1 4·5	2 6	—	1 1	- 3	- 9	—	—	1 -	1 1·33
	Barley	2 6	1 1	1 10·5	—	1 1	—	—	—	—	- 9	- 11·2
	Wheat	4 3	2 1	1 9	—	2 1	—	—	—	—	- 10·22	1 0·13
	Oats	4 6	2 4·5	2 6	—	2 1	- 6	1 -	Not imported.	—	1 3·33	1 5·33
	Barley	4 5	2 1	1 10·5	—	2 1	—	—	—	—	- 11·5	1 2·56

TABLE 2.

FLOUR.

Summary of Comparison of Official Charges at the undermentioned Ports.

Total Quantity Imported into the United Kingdom in the Year 1898—1,050,855 tons.

Quantities Imported at certain Ports, 1898	Tons. 374,829	Tons. 229,845	Tons. 14,095	Tons. 48,120	Tons. 193,941	Tons. 39,592	No figures available.	Tons. 5	Tons. 4,599	Tons. 185
CHARGES ON GOODS WHEN :—	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
a. Delivered overside from ship to craft	1 6	2 6·5	Free.	- 6	—	—	—	—	1 -	—
b. Delivered direct to railway truck	1 6	2 9·75	—	3 -	—	—	- 9	—	2 2	—
c. Delivered from import quay to cart	4 -	3	1 8	—	2 4	1 3	9	—	—	—
d. Delivered from import quay to craft	4 -	—	—	3 3	—	—	—	—	2	—
e Delivered from dock warehouse, including 2 weeks' rent	4 - to 5 6 according to dock	4 6·5	3 4	4 -	—	—	1 5	—	3 6	

TABLE 2—*continued.*

FLOUR.

Details of Comparison.—Delivered overside from Ship to Craft.—(*A.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 -	—	- 6	—	—	—	—	1 -	—
Delivery overside into craft	1 6	- 6·5	Paid by ship.	Paid by ship.	—	—	—	—	Paid by ship.	—
	1 6	2 6·5	Free.	- 6	No rate.	No rate.	No rate.	Not imported.	1 -	Not imported.

Details of Comparison—Delivered from Ship to Railway Trucks.—(*B.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 -	—	1 -	—	—	- 3	—	1 6	—
Delivery to railway truck	1 6	- 9·75	—	2 -	—	—	- 6	—	- 8	—
	1 6	2 9·75	—	3 -	No rate.	No rate.	-	Not imported.	2 2	Not imported.

TABLE 2—*continued.*

FLOUR

Details of Comparison.—Delivered from Import Quay to Cart.—(*C.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 –	– 6	—	1 3	– 5	3	—	—	—
Landing and delivery to cart	4 –	1 2	1 10	—	1 1	– 10	– 6	—	—	—
	4 – Two weeks' rent included.	3 2	2 4	No rate.	2 4	1 3 Seven days' rent included.	– 9	Not imported.	No rate.	Not imported.

Details of Comparison.—Delivered from Import Quay to Craft.—(*D.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	—	—	1 –	—	—	—	—	1 6	—
Landing on quay and delivery to craft	4 –	—	—	2 3	—	—	—	—	– 8	—
	4 –	—	No rate.	3 3	No rate.	No rate.	No rate.	Not imported.	2 2	Not imported.

TABLE 2—*continued.*

FLOUR.

Details of Comparison.—Delivered from Dock Warehouse, including Two weeks' Rent.—(*E.*)

CHARGES ON GOODS.	London.*	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 –	– 6	1 –	—	—	– 3	—	1 6	—
Receiving from ship and housing	—	1 4·5	1	2 9	—	—	– 6	—	– 10	
Two weeks' rent	—	– 4	– 5	– 3	—	—	– 2	—	– 6	—
Delivery	4 – to 5 –	– 10	– 8	Included in housing.	—	—	– 6	—	– 8	—
	4 – to 5 6	4 6·5	3 4	4 –	No dock warehouses.	No dock warehouses.	1 5	Not imported.	3 6	Not imported.

* On flour discharged in certain docks the rate is 5/–

TABLE 3.

UNMANUFACTURED TOBACCO.

Summary of Comparison of Official Charges at the undermentioned Ports.

Total Quantity Imported into the United Kingdom in the Year 1898—35,469 tons.

Quantities imported at certain ports, 1898	Tons. 9,150		Tons. 22,002		Tons. 112	Tons. 809	Tons. 795	Tons. 1,409	No figures available.	None.	Tons. 18	None.
Charges on Goods when:	**London.**	**London.**	**Liverpool.**	**Liverpool.**	**Hull.**	**Bristol.**	**Glasgow.**	**Belfast.**	**Barrow.**	**Middlesbro'**	**Newcastle-on-Tyne.**	**Hartlepool.**
	Per Hogshead of 1,200 lbs.	Per Tierce of 6½ cwt.	Per Hogshead of 1,200 lbs.	Per Tierce of 6½ cwt.	Per Ton.							
	£. s. d.	s. d.	£. s. d.	s. d.	£. s. d.							
a Delivery overside from ship to craft.	Free	Free	—	—	Free.	Goods landed and delivered to railway truck at a cost of 4s. 2d. per ton, or to craft at 4s. 5d. per ton.	Goods landed to Import shed at a cost of about 1s. 9d. per hogshead, or 3s. 4d. per ton, including Inward dues.	Goods landed to Import shed at the rate of 1s. 8d. per ton, including Inward dues. Labour arrangements made by Importer.	—	—	—	—
b Receiving at warehouse, housing for four weeks, and delivery.	– 5 6 Per Ton 10s. 3d.	3 4·04	– 4 3·86 Per Ton 8s. 0·8d.	3 10·8	– 4 10 Per Hogshead 2s. 7·07d.	—	—	—	—	—		—
c Receiving at warehouse, housing for one year and delivery.	– 19 3 Per Ton £1 15s. 11d.	14 4·88	1 1 6·86 Per Ton £2 0s. 3d.	16 4·8	1 – 10 Per Hogshead 11s. 2d.	—		—	—	–	–	
d Collection from ship, transit to warehouse quay, housing for four weeks, and delivery.	– 7 –	4 2·96	– 5 1·86 Cartage paid by Importer in addition.	4 5·3 Cartage paid by Importer in addition.	—	—	—	—	—	—	—	
e Collection from ship, transit to warehouse, quay, housing for one year, and delivery.	1 9	15 3·8	1 2 4·86 Cartage paid by Importer in addition.	16 11·3 Cartage paid by Importer in addition.	—	—	—	—	—	—	—	—

TABLE 3—*continued.*

UNMANUFACTURED TOBACCO.

Details of Comparison.—Delivered overside from Ship to Craft.—(*A.*)

CHARGES ON GOODS.	London.	London.	Liverpool.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro.	Newcastle-on-Tyne.	Hartlepool.
	Per Hogshead of 1,200 lbs.	Per Tierce of 6½ cwt.	Per Hogshead of 1,200 lbs.	Per Tierce of 6½ cwt.	Per Ton.							
	s. d.	s. d.	s. d.	s. d.	s. d.							
Inward dues	—	—	1 0·86	- 7·8	—	—	—	—	—	—	—	—
			Per Ton, 2s.	Per Ton, 2s.								
Delivered from ship to craft	Paid by ship.	Paid by ship.	No business.	No business.	Paid by ship.	—	—	—	—	—	—	—
	Free.	Free.	—	—	Free.	—	—	—	—	—	—	—

Details of Comparison.—Receiving at Quay House, Housing for Four Weeks, and Delivery.—(*B.*)

	Per Hogshead.	Per Tierce.	Per Hogshead.	Per Tierce.	Per Ton.							
	s. d.	s. d.	s. d.	s. d.	s. d.							
Inward dues	—	—	1 0·86	- 7·8	1 -	—	—		—	—	—	—
			Per Ton, 2s.	Per Ton, 2s.								
Receiving at tobacco warehouse	5 6	3 4·04	3 3	3 3	1 8	—	—		—	—	—	
Housing for 4 weeks and delivery.					2 2	—	—	—	—	—	—	—
	5 6	3 4·04	4 3·86	3 10·8	4 10	—	—	—	—	—	—	
	Per Ton. 10s. 3d.		Per Ton. 8s. 0·8d.		Per Hogshead. 2s. 7·07d.							

TABLE 3—*continued.*

UNMANUFACTURED TOBACCO.

Details of Comparison.—Receiving at Warehouse Quay, Housing for One Year, and Delivery.—(*C.*)

CHARGES ON GOODS.	London.	London.	Liverpool.	Liverpool.	Hull	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	[illegible]pool.
	Per Hogshead of 1,200 lbs.	Per Tierce of 6½ cwt.	Per Hogshead of 1,200 lbs.	Per Tierce of 6½ cwt.	Per Ton.							
	£. s. d.	s. d.	£. s. d.	s. d.	£. s. d.							
Inward dues	—	—	– 1 0·86 Per Ton, 2s.	– 7·8 Per Ton, 2s.	– 1 –	—	Goods landed to Import shed at a cost of about 1s. 9d. per hogshead, or 3s. 4d. per ton, including Inward dues.	Goods landed to Import shed at the rate of 1s. 8d. per ton, including Inward dues. Labour arrangements made by Importer.	—	—		
Receiving at tobacco warehouse.	– 8 6	5 1·88	– 17 6	12 9	– 1 8	—	—	—	—	—	—	—
Rent for one year	– 7 –	5 6			– 17 4	—	—	—	—	—	—	—
Delivery	– 3 9	3 9	– 3 –	3 –	– – 10	—	—	—	—	–	—	
	– 19 3 Per Ton £1 15s. 11d.	14 4·88	1 1 6·86 Per Ton £2 –s. 3d.	16 4·8	1 – 10 Per Hogshead, 11s. 2d.	—		—	—	–	—	

Appendix. 4th Day. No. 8—continued.

TABLE 3—*continued.*

UNMANUFACTURED TOBACCO.

Details of Comparison.—Collection from Ship, transit to Warehouse Quay, Housing for Four weeks, and Delivery.—(*D.*)

CHARGES ON GOODS.	London.	London.	Liverpool.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Hogshead of 1,200 lbs.	Per Tierce of 6½ cwt.	Per Hogshead of 1,200 lbs.	Per Tierce of 6½ cwt.								
	s. d.	s. d.	s. d.	s. d.								
Inward dues	—	—	- 0·86	- 7·8	—	—	—	—	—	—	—	—
Collection from ship	—	—	- 10	- 6·5	—	—	—	—	—	—	—	
Transit to warehouse	—	—	Importers arrange their own cartage.	Importers arrange their own cartage.	—	—	—	—	—	—	—	—
Received at tobacco warehouse			—	—	—	—	—	—	—	—	—	—
Rent for 4 weeks	—	—	—	—	—	—	—	—	—	—	—	—
Delivery	7 -	4 2·97	3 3	3 3	—	—	—	—	—	—	—	—
	7 -	4 2·97	5 1·86	4 5·3	—	—	—	—	—	—	—	—

TABLE 3—*continued.*

UNMANUFACTURED TOBACCO.

Details of Comparison.—Collection from Ship, transit to Warehouse Quay, Housing for One year, and Delivery.—(*E.*)

CHARGES ON GOODS.	London.	London.	Liverpool.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Hogshead of 1,200 lbs.	Per Tierce of 6½ cwt.	Per Hogshead of 1,200 lbs.	Per Tierce of 6½ cwt.								
	£. s. d.	s. d.	£. s. d.	s. d.								
Inward dues	—	—	- 1 0·86	- 7·8	—	—	—	—	—	—	—	
Collection from ship	- 7 -	4 2·96	- - 10	- 6·5	—	—	—	—	—	—	—	
Transit to warehouse			Importers arrange their own cartage.	Importers arrange their own cartage.	—	—	—	—	—	—	—	—
Receiving at tobacco warehouse	- 3 -	1 9·84	- 17 6	12 9	—	—	—	—	—	—	—	—
Rent for one year	- 7 -	5 6			—	—	—	—	—	—	—	—
Delivery	- 3 9	3 9	- 3 -	3 -	—	—	—	—	—	—	—	—
	1 - 9	15 3·8	1 2 4·86	16 11·3	—	—	—	—	—	—	—	—

Table 4.

Hides—Wet, Salted Ox or Cow.

Summary of Comparison of Official Charges at the undermentioned Ports.

Total Quantity Imported into the United Kingdom in the Year 1898—61,868 tons.

Quantities imported at certain ports, 1898	Tons. 25,596	Tons. 11,023	Tons. 11,018	Tons. 2,563	Tons. 705	None.	No figures available.	None.	Tons. 12½	Tons. 3
Charges on Goods when :—	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per 100 Hides.	Per 100 Hides.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	£. s. d.	£. s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
a Delivered outside from ship to craft	Free.	- 10 -	—	—	—		-	—	—	—
b Delivered from import quay to cart	13 -	- 14 4	—	—	—	—	-	-	—	—
c Delivered from dock warehouse, including four weeks' rent	1 1 7	1 2 4	—	—	—	—	—	—		—

TABLE 4—*continued.*

HIDES—OX OR COW, WET, SALTED, LOOSE.

Details of Comparison.—Delivered overside from Ship to Craft.—(*A.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per 100 Hides of 56 lbs. each.	Per 100 Hides of 56 lbs. each.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2d. per cwt., say 8 4	—	—	—	—	—	—	—	—
Delivery overside into craft	Free.	1 8	—	—	—	—	—	—	—	—
	Free.	10 -	—	—	—	—	—	—	—	—

Details of Comparison.—Delivered from Import Quay to Craft.—(*B.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	-	2d. per cwt., say 8 4	—	—	—	—	—	—	—	—
Receiving from ship and delivery to craft	13 -	6 -	—	—	—	—	—	—		—
	13 -	14 4	—	—	—	—	—	—	—	

TABLE 4—*continued.*

HIDES—OX OR COW, WET, SALTED.

Details of Comparison.—Delivered from Dock Warehouse, including Four weeks' Rent.—(*C.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per 100 Hides of 56 lbs. each.	Per 100 Hides of 56 lbs. each.								
	£. s. d.	£. s. d.								
		2d. per cwt., say								
Inward dues	—	- 8 4	—	—	—	—	—	—	—	—
Receiving from ship and housing	- 13 -	- 8 9	—	—	—	—	—	—	—	—
Four weeks' rent	- 3 4	- 2 8	—	—	—	—	—	—	—	—
Delivery	- 5 3	- 2 7	—	—	—	—	—	—	—	—
	1 1 7	1 2 4	—	—	—	—	—	—	—	—

TABLE 5.

RICE.

Summary of Comparison of Official Charges at the under-mentioned Ports

Total Quantity Imported into the United Kingdom in the Year 1898—227,321 tons.

Quantities Imported at certain Ports, 1898.	Tons. 104,985	Tons. 96,458	Tons. —	Tons. 7,636	Tons. 1,305	Tons. 3,053	Tons. 423	No figures available.	Tons. 1,796	Hartlepool, 27 tons. Middlesbro', 192 tons.
CHARGES ON GOODS WHEN :—	London.	Liverpool.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Newcastle-on-Tyne.	Middlesbro' and Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
			Table Rice.							
a. Delivered overside from ship to craft -	Free.	1 7·33	1 8·33	Free.	- 6	—	—	—	—	—
b. Delivered from import quay to cart -	3 11·5	2 2	2 5	2 8	—	2 4	—	1 3	2 4	—
c. Warehoused for 4 weeks and delivered (from dock warehouses).	3 11·5	3 8	4 7·5	4 4	—	—	—	3 0	—	—
d. Warehoused for 4 weeks and delivered (from private warehouses).	3 9	—		—	—	—	—	—	—	

TABLE 5—*continued.*

RICE.

Details of Comparison.—Delivered overside from Ship to Craft.—(*A.*)

CHARGES ON GOODS	London.	Liverpool.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Newcastle-on-Tyne	Middlesbro' and Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. Table Rice. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
Inward dues - - - - - -	—	1 4	1 4	—	- 6	—	No overside delivery.	No overside delivery.	—	—
Delivery overside into craft - -	Paid by Ship.	- 3·33	6 4·33	Paid by Ship.	Paid by Ship.	—		-	—	—
	Free.	1 7·33	1 8·33	Free.	- 6	—	—	—	—	—

Details of Comparison.—Delivered from Import Quay to Cart.—(*B.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.	s. d.	s. d.	s. d.
Inward dues - - - - - -	—	1 4	1 4	- 8	—	1 3	—	- 6	- 10	—
Receiving from ship and delivery to cart.	4 2	- 10	1 1	2 -	—	1 1		- 9	1 6	—
Less 5 per cent. - -	- 2·5									
	3 11·5	2 2	2 5	2 8	—	2 4	—	1 3	2 4	—

TABLE 5—*continued*

RICE

Details of Comparison.—Delivered from Dock Warehouses, ncluding Four weeks' Rent.—(*C.*)

CHARGES ON GOODS.	London.	Liverpool.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Newcastle-on-Tyne.	Middlesbro' and Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d. Table Rice	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	None	1 4	1 4	- 8	—		—	- 6	—	—
Receiving and housing		1 4·5	1 7·5	2 -	—	There are no warehouses owned or controlled by the dock authorities at this port.	—	- 9	—	—
Four weeks' rent	4s. 2d. less 5 per cent 3 11·5	- 6	- 8	1 -	—		—	1 -	—	—
Delivery		- 5·5	1 -	- 8	—		—	- 9	—	—
	3 11·5	3 8	4 7·5	4 4	—	—	—	3 -	—	Not imported.

Details of Comparison.—Delivered from Private Warehouses, including Four weeks' Rent.—(*D.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Collected from ship and barged to private warehouses, housed for 4 weeks and delivered.	10 per cent. from dock rate of 4s. 2d.	Rates charged by private contractors are subject to arrangement and vary considerably, but are generally below dock board rates,	—	—	—	—	—	—	—	—
	3 9	—	—	—	—	—	—	—	—	—

TABLE 6.

COTTON.

Summary of Comparison of Official Charges at the undermentioned Ports.

Total Quantity Imported into the United Kingdom in the year 1898—950,244 tons.

Quantities Imported at certain Ports 1898	Tons. 10,159	Tons. 809,218	Tons. 20,006	None.	Tons. 563	Tons. 11,372	No figures available.	None.	Tons. 76	None.
CHARGES ON GOODS WHEN :—	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton s. d.	Per Ton. s. d.
a Delivered overside from ship to craft.	Free.	—	Free.	—	—	—	—	—	—	—
b Delivered from import quay to cart.	4 -	3 -	1 5	—	3 2	1 3	0 9	—	—	—
c Delivered from import quay to craft.	5 -	3 4	—	—	—	—	—	—	—	—
d Delivered from dock warehouse, including 4 weeks' rent.	7 8	4 10·75	2 11	—	—	—	2 3	—	—	—
e Delivered from private contractors' warehouse, including 4 weeks' rent.	6 10·8	Varies, but generally below official rates.	Varies, but generally below official rates.	—	—	—	—	—	—	—
f Delivered from dock warehouse, including 6 weeks' rent and various working operations.	10 -	7 4·75	—	—	—	—	—	—	—	—
g Delivered from private contractors' warehouse, including 6 weeks' rent and various working operations.	9 -	Varies, but generally below official rates.	Varies, but generally below official rates.	—	—	—	—	—	—	—

TABLE 6—*continued.*

EAST INDIA COTTON.

Details of Comparison.—Delivered overside from Ship to Craft.—(*A.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward Dues	None	—	None	—	—	—	—	—	—	—
Delivery overside into craft	Free	—	Free	—		—	—	—	—	—
	Free	No reliable quotations.	Free	Not imported.	—	—	No craft delivery.	Not imported.	Not imported.	Not imported.

Details of Comparison.—Delivered from Import Quay to Craft.—(*C.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	None	2 –	—	—	—	—	—		—	—
Landing on quay and delivery to craft.	5 –	1 4	—	—	—	—	—	—	—	—
	5 –	3 4	No reliable quotations.	Not imported.	—	—	No craft delivery.	Not imported.	Not imported.	Not imported.

TABLE 6—*continued.*

EAST INDIA COTTON.

Details of Comparison.—Delivered from Import Quay to Cart.—(*B.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.*	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	None	2 -	- 5	—	2 -	- 8	- 3	—	—	—
Receiving from ship and delivery to cart.	4 -	1 -	1 -	—	1 2	- 7	- 6	—	—	—
	4 -	3 -	1 5	Not imported.	3 2	1 3	- 9	Not imported.	Not imported.	Not imported

* This rate is for landing goods to import quay or shed only, and does not include lifting and loading to cart.

TABLE 6—*continued.*

EAST INDIA COTTON.

Details of Comparison.—Delivered from Dock Warehouse, including Four weeks' Rent.—(*D.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d	s. d.	s. d.
Inward dues	—	2 –	– 5	—	—	–	– 3	–	—	—
Receiving from ship and housing	4 –	1 8	1 –	—	—	—	6	–	—	—
Four weeks' rent	1 8	8	1 –	–	–	—	1 –	–	—	—
Delivery	2 –	– 6·75	– 6	—	—	—	6		–	—
	7 8	4 10·75	2 11	Not imported.	No dock warehouses.	No dock warehouses.	2 3	Not imported.	Not imported.	Not imported.

Details of Comparison.—Delivered from Dock Warehouse, including Six weeks' Rent and various working operations.—(*F.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Consolidated housing rate, including sampling, mending, &c. (usual necessary working), 6 weeks' rent and delivery.	10 –	7 4·75	—		—	–	—	—	—	–

TABLE 6—*continued.*

EAST INDIA COTTON.

Details of Comparison.—Delivered from Private Contractors' Warehouse, including Four weeks' Rent —(*E.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
Collection from ship, transit to private contractors' warehouse, 4 weeks rent and delivery—										
From 5 to 10 per cent. from dock rate of - - - - 7s. 8d.										
Say 10 per cent. - 9·2d.	6 10·8	—	—	—	—	—	—	—	—	—
	6 10·8	Varies but generally below official rates.	Varies but generally below official rates.	Not imported.	—	—	—	Not imported.	Not imported.	Not imported.

Details of Comparison.—Delivered from Private Contractors' Warehouse, including Six weeks' Rent and various working operations.—(*G.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
If including 6 weeks' rent and working, as in dock consolidated rate (Table F.)—										
From 5 to 10 per cent. from dock consolidated rate of - 10s.										
Say 10 per cent. - - 1s.										
	9 -	Varies but generally below official rates.	Varies but generally below official rates.	Not imported.	No reliable quotations.	—	—	—	—	—

TABLE 7

COFFEE—IN BAGS.

Summary of Comparison of Official Charges at the undermentioned Ports.

Total Quantity Imported into the United Kingdom in the Year 1898—46,104 Tons

Quantities Imported at certain Ports, 1898	Tons. 28,374	Tons. 809	Tons. 2	Cwt. 3	Tons. 2½	None.	No figures available.	Cwt. 1	Cwt. 5	Cwt 2
CHARGES ON GOODS WHEN :—	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
a Delivered overside from ship to craft.	Free	2 8·16	—	—	—	—	—	—	—	—
b Delivered from import quay to cart.	7 8·5	3 11	—	—	—	—	—	—	—	—
c Delivered from dock warehouse, including 4 weeks' housing.	13 1·25	14 6 Cartage paid by Importer.	—	—	—	—	—	—	—	—
d Delivered from private contractors' warehouse, including four weeks' housing.	12 4·75	—	—	—	—	—	—	—		—

TABLE 7—*continued.*

COFFEE—IN BAGS.

Details of Comparison.—Delivered overside from Ship to Craft.—(*A.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 3	—	—	—	—	—	—	—	—
Delivery from ship to craft	Paid by ship	- 5·16	—	—	—	—		—	—	—
	Free.	2 8·16	Not imported.	Not imported.	Not imported.	Not imported.	Not imported.	Not imported.	Not imported.	Not imported.

Details of Comparison.—Delivered from Import Quay to Ca[illegible]rt.—(*B.*)

	s. d.	s. d.	s. d	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 3	—	—	—	—	—	—	—	—
Landing on quay and delivery—										
5*d.* per cwt., *less* 7½ per cent.	7 8·5	1 8	—	—	—	—	—	—	—	—
	8·5	3 11	Not imported.	Not imported.	Not imported.	Not imported.	Not imported.	Not imported.	Not imported.	Not imported.

TABLE 7—*continued.*

COFFEE—IN BAGS.

Details of Comparison.—Delivered from Dock Warehouse including Four weeks' Housing.—(*C.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton	Per Ton.	Per Ton.	Per Ton.	Per Ton	Per Ton.
	s. d	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 3	—	—	—	—	—	—	—	—
Receiving from ship and delivery	—	1 8	—	—	—	—	—	—	—	—
Transit to warehouse (if any)	—	Extra	—	—	—	—	—	—	—	
Housing (with usual working), and delivery	—	9 7	—	—	—	—	—	—	—	—
Four weeks' rent	13 1·25	1 –	—	—	—	—	—	—	—	—
8½*d.* per cwt., *less* 7½ per cent.										
	13 1·25	14 6	Not imported.	Not imported.	Not imported.	Not imported.	Not imported.	Not imported.	Not imported.	Not imported.

Details of Comparison. –Delivered from Private Contractors' Warehouse, including Four weeks' Housing.—(*D.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Collection from ship, transit to private contractors' warehouse, 4 weeks' rent and delivery.										
8½*d.* per cwt., *less* 12½ per cent.	12 4·75	—	—	—	—	—	—	—	—	—
	12 4·75		Not imported.	Not imported.	Not imported.	Not imported.	Not imported.	Not imported.	Not imported.	Not imported.

TABLE 8.

HEMP

Summary of Comparison of Official Charges at the undermentioned Ports.

Total Quantity Imported into the United Kingdom in the Year 1898—94,442 Tons.

Quantities Imported at certain Ports, 1898	Tons. 52,291	Tons. 23,734	Tons. 7,665	Tons. 61	Tons. 113	Tons. 1,208	No figures available.	None.	Tons. 67	None.
CHARGES ON GOODS WHEN:—	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
a Delivered overside from ship to craft	Free	2 3·33	Free	—	—	—	—	—	—	—
b Delivered from import quay to cart	6 2·1	3 1	2 6	—	—	—	—	—	—	—
c Delivered from import quay to craft	6 2·1	3 3·5	—	—	—	—	—	—	—	—
d Delivered from dock warehouses after 4 weeks' housing	7 7·2	5 3	4 2	—	—	—	—	—	—	—

TABLE 8—*continued.*

EAST INDIA HEMP

Details of Comparison.—Delivered overside from Ship to Craft.—(*A.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d	s. d.
Inward dues	—	2 –	—	—	—	—	—	—	—	—
Delivery overside into craft	Free	Without weighing – 3·33	—	—	—	—	—	—	—	—
	Free	2 3·33	Free	Not imported.	—	—	—	—	—	—

Details of Comparison.—Delivered from Import Quay to Cart.—(*B.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 –	– 6	—	—	—	—	—	—	—
Weighing and delivering from quay	6 6	1 1	2 –	—	—	—	—	—	—	—
Less,—5 per cent.	– 3·9									
	6 2·1	3 1	2 6	—	—	—	–	—	—	—

TABLE 8—*continued.*

EAST INDIA HEMP.

Details of Comparison.—Delivered from Import Quay to Craft.—(*C.*)

CHARGES ON GOODS.	London.*	Liverpool.†	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton s. d	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
Inward dues	—	2 -	—	—	—	—	—	—	—	—
Receiving from ship and delivery to craft	6 6	1 3·5	—	—	—	—	—	—	—	—
Less,—5 per cent.	- 3·9									
	6 2·1	3 3·5	—	—	—	—	—	—	—	—

Details of Comparison.—Delivered from Dock Warehouses, including Four weeks' Rent.—(*D.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 -	- 6	—	—	—	—	—	—	—
Receiving from ship and housing	4 6	1 9	2 -	—	—	—	—	—	—	—
Rent for four weeks	1 -	- 8	1 -	—	—	—	—	—		
Delivery to cart	2 6	- 10	- 8	—	—	—	—	—	—	—
	8 -									
Less,—5 per cent.	- 4·8	5 3	4 2	—	—	—	—	—	—	—
	7 7·2									

* Includes classing damages and opening for Customs. † Includes classing damages. Opening for Customs, 2½d. per bale extra.

TABLE 9.

TALLOW.

Summary of Comparison of Official Charges at the undermentioned Ports.

Total Quantity Imported into the United Kingdom in the Year 1898—101,097 tons.

Quantities Imported at certain Ports, 1898	Tons. 58,447	Tons. 31,075	Tons. 5,389	Tons. 68	Tons. 1,079	Tons. 35	No figures available.	Tons. 143	Tons 63	None.
CHARGES ON GOODS WHEN :—	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton s. d.	Per Ton. s. d.
a Delivered overside from ship to craft	Free	2 6·33	Free	9	—	—	—	—	—	—
b Delivered from import quay to cart	2 9·6	3 1	1 10	3 8	—	—	—	—	—	
c Delivered from import quay to craft	3 8·8	3 6·5	—	3 11	—	—	—	—	—	
d Delivered from dock warehouse, including rent for 6 weeks	7 2·4	5 11·5	4 3	6 1	—	—	—	—	—	
e Delivered from private contractors' warehouse, including rent for 6 weeks	6 3·6	Varies but generally below official rates.	—	—	—	—	—	—	—	

TABLE 9—*continued.*

TALLOW.

Details of Comparison.—Delivered overside from Ship to Craft.—*A.*

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues		2 3	—	- 9	—	—	—	—	—	—
Delivery overside into craft	Paid by ship.	Without weighing. - 3·33	Without weighing. Paid by ship.	Paid by ship.	—	—	—	—	—	—
	Free	2 6·33	Free	- 9	—	—	—	—	—	Not imported.

Details of Comparison.—Delivered from Import Quay to Cart.—(*B.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 3	- 8	1 6	—	—	—	—	—	—
Receiving from ship and delivering from quay	3 6	- 10	1 2	2 2	—	—	—	—	—	—
Less,—20 per cent.	- 8·4	If not stowed on the quay.								
	2 9·6	3 1	1 10	3 8	—	—	—	—	—	Not imported.

TABLE 9—*continued*

TALLOW.

Details of Comparison.—Delivered from Import Quay to Craft.—(*C.*,

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Pe Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward due	—	2 3	—	1 6	—	—	—	—	—	—
Receiving from ship and delivery to craft	4 8	1 3·5	—	2 5	—	—	—	—	—	—
Less,—20 per cent.	- 10·8									
	3 9·2	3 6·5	—	3 11	—	—	—	—	—	—

TABLE 9—*continued.*

TALLOW.

Details of Comparison.—Delivered from Dock Companies' Warehouse, including Rent for Six weeks.—(*D.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 3	- 8	1 6	—	—	—	—	—	—
Receiving from ship and housing	6 -	1 5·5	1 9	3 1	—	—	—	—	—	
Rent for 6 weeks	1 2·4	1 3	1 3	1 6	—	—	—	—	—	—
Delivery to cart	Included.	- 9	- 7	Included in housing.	—	—	—	—	—	—
	7 2·4	5 11·5	4 3	1 6	—	—	—	—	—	—

Details of Comparison.—Delivered from Private Contractors' Warehouse, including Rent for Six weeks.—(*E.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Collection from ship, delivery to private contractors' warehouse, 6 weeks' rent and delivery:										
Dock Co.'s Management Rate of 7s. 6d., *less* 30 per cent.	5 3	—	—	—	—	—	—	—	—	—
Six weeks' rent at 3d. per week, 1s. 6d., *less* 30 per cent.	1 0·6	—	—	—	—	—	—	—	—	—
	6 3·6	Varies, but generally below official rates.	—	—	—	—	—	—	—	—

TABLE 10.

RAW SUGAR—IN BAGS.

Summary of Comparison of Official Charges at the undermentioned Ports.

Total Quantity Imported into the United Kingdom in the Year 1898—734,645 tons.

Quantities Imported at certain Ports, 1898	Tons. 285,436	Tons. 313,105	Tons. 799	Tons. 15,133	Tons. 175	None.	No figures available.	None.	None.	None.
CHARGES ON GOODS WHEN:—	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton s. d.
a Delivered overside from ship to craft	Free.	2 3·33	—	- 3	—	—	—	—	—	
b Delivered from import quay to cart	4 2	2 0	1 7	2 8	—	—	1 —	—		
c Delivered from import quay to craft	5 6·66	3 3·5	—	2 11	—	—		—	—	—
d Delivered from dock company's warehouse, including 6 weeks' housing	5 8	4 10·5	4 3	5 1	—	—	3 3	—	—	—

TABLE 10—*continued*

RAW SUGAR—IN BAGS.

Details of Comparison.—Delivered overside from Ship to Craft.—(*A.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 -	—	- 3	—	—	—	—	—	—
Delivery overside to craft	Paid by ship.	- 3·33	—	—	—	—	—	—	—	—
	Free.	2 3·33	Shipowners will not deliver sugar overside to craft.	- 3	—	—		—	—	—
				This rate applies only when goods are delivered over-side and taken out of the port by water.						

TABLE 10—*continued*

RAW SUGAR—IN BAGS.

Details of Comparison.—Delivered from Import Quay to Cart.—(*B.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inwatd dues	—	2 -	- 4	- 6	—	—	- 3	—	—	—
Receiving from ship and delivery to cart	4 2	- 10	1 3	2 2	—	—	- 9	—	—	—
	4 2	2 10	1 7	2 8	—	—	1 -	—	—	—

Details of Comparison.—Delivered from Import Quay to Craft.—(*C.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d
Inward dues	—	2 -	—	- 6	—	—	—	—		
Receiving from ship and delivery to craft	5 6·6	1 3·5	—	2 5	—	—	—	—		
	5 6·66	3 3·5	—	2 11	—	—	—	—		—

TABLE 10—*continued.*

RAW SUGAR—IN BAGS.

Details of Comparison.—Delivered from Dock Warehouse, including Six weeks' Housing.—(*D.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 –	– 4	– 6	—	—	– 3	—	—	—
Receiving and housing		1 6	2 5	3 1	—	—	– 9	—	—	—
Six weeks' rent		– 9	1 6	1 6	—	—	1 6	—	—	—
Delivery	5 8	– 7·5	Included.	Included in housing.	—	—	– 9	—	—	—
	5 8	4 10·5	4 3	5 1	—	—	3 3	—		—

TABLE 11.

PIG IRON.

Summary of Comparison of Official Charges at the undermentioned Ports.

Total Quantity Imported into the United Kingdom in the Year 1898—159,523 tons.

Quantities Imported at certain Ports, 1898	Tons. 2,814	Tons. 48,289	Tons. 40,482	Tons. 42	Tons. 14,191	Tons. 3,606	No figures available.	Tons. 600	Tons. 4,169	Tons. 1,679
CHARGES ON GOODS WHEN:—	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
a Delivered overside from ship to craft -	Free.	- 10·75	Free. To railway truck 1 1	- 2 To railway truck 2 -	— To railway truck Free.	—	— To railway truck - 4·5	—	- 1·5 To railway truck - 9·5	- 9·5 To railway truck - 9·5
b Delivered from import quay to cart -	6 3	1 4·5	1 4	—	1 3	—	- 4·5	—		—
c Delivered from import quay to craft -	6 3	1 8·75	—	2 3	—	—	—	—	—	
d Delivered from dock warehouse, including 4 weeks' rent - - -	6 7	3 1·5	2 6	5 10	—	—	- 8·5	—	2 1·5	—

TABLE 11—*continued.*

PIG IRON.

Details of Comparison.—Delivered overside from Ship to Craft.—(*A.*)

CHARGES ON GOODS	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
Inward dues	—	– 7·5	—	– 2	No overside delivery to craft in Glasgow.	—	No overside delivery.	No rates obtainable.	– 1·5	– 4·25
Delivery overside to craft	Paid by ship.	– 3·25	Paid by ship.	Paid by ship.	—	—	—	—	Paid by ship.	5 2·25
	Free.	– 10·75	Free.	– 2	—	—	—	—	– 1·5	– 9·5
			To railway truck. s. d. Inward dues – 4 Delivery to truck – 9 1 1	The Rate 2d. is one moiety of the Import dues which attaches to goods delivered overside to craft and taken out of the port by water.	To railway truck free.		To railway truck. d. Inward dues 1·5 Delivery to truck 3 4·5		To railway truck. d. Inward dues 5·5 Delivery to truck 4 9·5	To railway truck. d. Inward dues 4·25 Delivery to truck 5·25 9·5

TABLES 11—*continued.*

PIG IRON.

Details of Comparison.—Delivered from Import Quay to Cart.—(*B.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
Inward dues	—	- 7·5	- 4	- 4	- 6	—	- 1·5	—	—	[illegible]
Receiving from ship and delivery to cart	6 3	- 9	1 -	1 8	- 9	—	- 3	—	—	—
	6 3	1 4·5	1 4	2 - To railway truck.	1 3	—	- 4·5	—	—	—

Details of Comparison.—Delivered from Import Quay to Craft.—(*C.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	- 7·5	—	- 4	—	—	—	—	—	—
Receiving from ship and delivery to craft	6 3	1 1·25	—	1 11	—	—	—	—	—	—
	6 3	1 8·75	—	2 3	No business.	—	—	—	—	—

TABLE 11.—*continued.*

PIG IRON.

Details of Comparison.—Warehoused for Four weeks and delivery.—(*D.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	- 7·5	- 4	- 4	—	—	- 1·5	—	- 7·5	—
Receiving from ship, housing and delivery	6 3	1 10	2 -	4 6	—	—	- 6	—	1 4	—
Four weeks' rent	- 4	- 8	- 2	1 -	—	—	- 1	—	- 2	—
	6 7	3 1·5	2 6	5 10	No dock warehouses.	—	- 8·5	—	2 1·5	—

TABLE 12.

IRON ORE.

Summary of Comparison of Official Charges at the undermentioned Ports.

Total Quantity Imported into the United Kingdom in the Year 1898—5,468,396 tons.

Quantities Imported at certain Ports, 1898	Tons. 13,589	Tons. 37,155	Tons. 5,688	Tons. 523	Tons. 654,931	None.	No figures available.	Tons. 1,102,771	Tons. 325,378	Tons. 178,641
CHARGES ON GOODS WHEN:—	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
a Delivered overside from ship to craft	Free	In packages - 6·33 In bulk. - 7·33	Free	—	To railway truck Free	—	To railway truck - 4·5	Separate arrangements made in each separate case. Official Rates under revision.	- 1	To railway truck - 5·2
b Delivered from import quay to cart	4 -	In packages. 1 1 In bulk. 1 4	—	—	1 3	—	- 4·5	—	—	—
c Delivered from import quay to craft	5 -	In packages. 1 6·5 In bulk. 1 10·75	—	—	—	—	—	—	—	—
d Delivered from dock warehouse, including 4 weeks' rent	6 8	In packages. 3 1·5 In bulk. 3 9	2 6	—	—	—	—	—	—	—

TABLE 12—*continued.*

IRON ORE.

Details of Comparison.—Delivered overside from Ship to Craft.—(*A.*)

CHARGES ON GOODS.	London.	Liverpool.	Liverpool.	Hull.	Belfast and Bristol.	Glasgow.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. s. d.	Per Ton. s. d. (in packages.)	Per Ton. s. d. (in bulk.)	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
Inward dues	—	- 3	- 3	—	—	—	—	—	- 1	—
Delivery overside to craft	Paid by ship.	- 3·33	- 4·33	Paid by ship.	—	—	—	—	Paid by ship.	—
	Free.	- 6·33	- 7·33	Free.	—	—	—	—	- 1	—
						Delivery to railway truck. Free.	Delivery to railway truck. d. Inward dues 1·5 Delivery to truck - 3 4·5			Delivery to railway truck. d. Inward dues 2·25 Delivery t truck 4·

TABLE 12—*continued.*

IRON ORE.

Details of Comparison.—Delivered from Import Quay to Cart.—(*B.*)

CHARGES ON GOODS.	London.	Liverpool.	Liverpool.	Hull.	Belfast and Bristol.	Glasgow.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool
	Per Ton.	Per Ton. (in packages.)	Per Ton. (in bulk.)	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	- 3	- 3	—	—	- 3	- 1·5	—	—	—
Receiving from ship and delivery to cart	4 -	- 10	1 1	—	—	1 -	- 3	—	—	—
	4 -	1 1	1 4	—	—	1 3	- 4·5	—	—	—

Details of Comparison.—Delivered from Import Quay to Craft.—(*C.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	—	- 3	—	—	—	—	—	—	—
Receiving from ship and delivery to craft	5 -	1 3·5	1 7·75	—	—	—	—	—	—	—
	5 -	1 6·5	1 10·75	—	—	—	—	—	—	—

TABLE 12—*continued.*

IRON ORE.

Details of Comparison.—Delivered from Dock Warehouses, including Four weeks' Rent.—(*D.*)

CHARGES ON GOODS.	London.	Liverpool.	Liverpool.	Hull.	Belfast and Bristol.	Glasgow.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton. (in packages.)	Per Ton. (in bulk.)	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	- [illegible]	- 3	- 4	—	—	- 1·5	—	—	—
Receiving from ship and housing	4	1 4·5	1 9	1 4	—	—	- 3	—	—	
Four weeks' rent	8	- 8	- 8	- 1	—	—	1	—	-	
Delivery	2 -	- 10	1 1	- 9	—	—	- 3	—	—	—
	6 8	3 1·5	3 9	2 6	—	—	- 8·5	—	—	—

TABLE 13.

PIG LEAD.

Summary of Comparison of Official Charges at the undermentioned Ports.

Total Quantity Imported into the United Kingdom in the Year 1898—194,479 tons.

Quantities Imported at certain Ports, 1898	Tons. 101,816	Tons. 22,011	Tons. 2,934	Tons. 3,613	Tons. 9,472	Tons. 53	No figures available.	None.	Tons. 14,024	None.
CHARGES ON GOODS WHEN:—	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
a Delivered overside from ship to craft.	Free	1 8·17	Free. To railway truck; 1s. 5d.	- 9	— To railway truck, free.	—	—	—	- 6 To railway truck, 1s. 6d.	—
b Delivered from import quay to craft.	2 9	2 0·5	1 6	—	2 3	—	—	—	—	—
c Delivered from import quay to craft.	3 2	2 5·62	—	—	—	—	—	—	—	—
d Delivered from dock warehouse, including 4 weeks' rent.	4 4	3 7·5	2 10	—	—	—	—	—	2 10	—

TABLE 13—*continued.*

PIG LEAD.

Details of Comparison.—Delivered overside from Ship to Craft.—(*A.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	1 6	—	- 9	—	—	—	—	- 6	—
Delivery overside to craft	Paid by ship.	- 2·17	Paid by ship.	Paid by ship.	—	—	—	—	Paid by ship.	—
	Free.	1 8·17	Free.	- 9	Delivery direct from ship to railway wagons free.	—	—	—	- 6	—

Details of Comparison.—Delivered from Import Quay to Cart.—(*B.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	1 6	- 6	—	1 6	—	—	—	—	—
Receiving from ship and delivery	2 9	- 6·5	1 -	—	- 9	—	—	—	—	—
	2 9	2 0·5	1 6	—	2 3	—	—	—	—	—
			Delivery to railway truck.						Delivery to railway truck.	
			s. d.						s. d.	
			Inward dues - 6						Inward dues 1 -	
			Delivery - 11						Delivery - 6	
			1 5						1 6	

TABLE 13—*continued.*

PIG LEAD.

Details of Comparison.—Delivered from Import Quay to Craft.—(*C.*)

CHARGES ON GOODS	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
Inward dues	—	1 6	—	—	—	—	—	—	—	—
Receiving from ship and delivery to craft.	3 2	- 11·62	—	—	—	—	—	—	—	—
	3 2	2 5·62	—	—	—	—	—	—	—	—

Details of Comparison.—Delivered from Dock Warehouse, including Four weeks' Rent.—(*D.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d
Inward dues	—	1 6	- 6	—	—	—	—	—	1 -	—
Receiving from ship and housing	2 9	1 1	1 6	—	—	—	—	—	1 -	—
Rent for 4 weeks	- 4	- 6	- 4	—	—	—	—	—	- 4	—
Delivery	1 3	- 6·5	- 6	—	—	—	—	—	- 6	—
	4 4	3 7·5	2 10	—	—	—	—	—	2 10	—

TABLE 14

LEAD ORE.

Summary of Comparison of Official Charges at the Undermentioned Ports.

Total Quantity Imported into the United Kingdom in the Year 1898—43,757 tons.

Quantities Imported at certain Ports, 1898	Tons. 27,512	Tons. 1,229	Tons. 800	Tons. 932	Tons. 3	None.	No figures available.	None.	Tons. 5,764	None.
CHARGES ON GOODS WHEN:—	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton s. d.	Per Ton. s. d.	Per Ton. s. d.
a Delivered overside from ship to craft	Free	In packages, - 6·33 In bulk, - 7·33	Free	- 4·5	—	—	—	—	- 4	—
b Delivered from import quay to cart	3 9	In packages, 1 1 In bulk, 1 4	—	—	—	—	—	—	—	—
c Delivered from import quay to craft	4 9	In packages, 1 6·5 In bulk, 1 10·75		—	—	—	—		—	
d Warehoused for 4 weeks and delivery	6 3	In packages, 3 1·5 In bulk, 3 9	—	—	—	—		—	—	—

TABLE 14—*continued.*

LEAD ORE.

Details of Comparison.—Delivered overside from Ship to Craft.—(*A.*)

CHARGES ON GOODS.	London.	Liverpool.	Liverpool.	Hull.	Bristol.	Glasgow and Belfast.	Barrow	Middlesbro.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton. (in packages).	Per Ton. (in bulk).	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. .	s. d.	s. d.	s. d.
Inward dues - - - - - -	—	- 3	- 3	—	- 4·5	—	—	—	- 4	—
Delivery overside to craft - -	Paid by ship.	- 3·33	- 4·33	Paid by ship.	Paid by ship.	—	—	—	Paid by ship.	—
	Free	- 6·33	- 7·33	Free	- 4·5	—	—	—	- 4	—

Details of Comparison.—Delivered from Import Quay to Craft.—(*B.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues - - - - - -	—	- 3	- 3	—	—	—	—	—	—	—
Receiving from ship and delivery to cart - - - - - - -	3 9	- 10	1 1	—	—	—	—	—	—	—
	3 9	1 1	1 4	—	—	—	—	—	—	—

TABLE 14—*continue*

LEAD ORE.

Details of Comparison.—Delivered from Import Quay to Craft.—(*C.*)

CHARGES ON GOODS.	London.	Liverpool.	Liverpool.	Hull.	Bristol.	Glasgow and Belfast.	Barrow.	Middlesboro.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton. (in packages.)	Per Ton. (in bulk.)	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	- 3	- 3	—	—	—	—	—	—	
Receiving from ship and delivery to craft.	4 9	1 3·5	1 7·75	—	—	—	—	—	—	—
	4 9	1 6·5	1 10·75	—	—	—	—	—	—	—

Details of Comparison.—Warehoused for Four weeks and Delivery.—(*D.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	- 3	- 3	—	—	—	—	—	—	—
Receiving from ship and housing	3 9	1 4·5	1 9	—	—	—	—	—	—	—
Rent for 4 weeks	- 8	- 8	- 8	—	—	—	—	—		—
Delivery	1 10	- 10	1 1	—	—	—	—	—	—	—
	6 3	3 1·5	3 9	—	—	—	—	—	—	—

FA LE

SPELTER.

Summary of Comparison of Official Charges at the undermentioned Ports

Total Quantity Imported into the United Kingdom in the Year 1898 ons

Quantities imported at certain ports, 1898										
CHARGES ON GOODS WHEN:—	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d. Delivery to railway truck, Free	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d
a Delivered overside from ship to craft.	Free	1 3·33	Free	- 6	—	—	—	—	- 10	-
b Delivered from import quay to cart.	4 -	1 10	1 6	—	2 9	—	—	—	—	—
c Delivered from import quay to craft.	5 -	2 3·5	—	—	—	—	—		-	
d Delivered from dock warehouse, including 4 weeks' rent.	6 4	3 10·5 If landed in bulk about 3*d.* to 6*d.* per ton extra is charged.	2 8	—	-	—		—	—	

TABLE 15—*continued*

SPELTER.

Details of Comparison.—Delivered overside from Ship to Craft.—(*A.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	1 -	—	- 6	Import dues and cranage on goods discharged from ship into railway truck, paid by ship.	—	—	—	- 10	—
Delivery overside to craft	Paid by ship	- 3·33	Paid by ship	Paid by ship	—	—	—	—	Paid by ship	—
	Free	1 3·33	Free	- 6	—	No rate	No rate	Special arrangements made in each case	- 10	Not imported

Details of Comparison.—Delivered from Import Quay to Cart.—(*B.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	1 -	- 6	—	2 -	—	—	—	—	—
Receiving from ship and delivery	4 -	- 10	1 -	—	- 9	—	—	—	—	—
	4 -	1 10	1 6	No rate	2 9	No rate	No rate	Special arrangements made in each case	No rate	Not imported

TABLE 15—*continued.*

SPELTER.

Details of Comparison.—Delivered from Import Quay to Craft.—(*C.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow	Middlesbro.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	1 –	—	—	—	—	—	—	—	—
Receiving from ship	4 –	1 1	—	—	—	—	—	—	—	
Delivery to craft	1 –	– 2·5	—	—	—	—	—	—	—	—
	5 –	2 3·5	—	—	—	—	—	—	—	—

Details of Comparison.—Delivered from Dock Warehouse, including Four weeks' Rent.—(*D.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	1 –	– 6	—	—	—	—	—	—	—
Receiving from ship and housing	4 –	1 4·5	1 6	—	—	—	—	—	—	—
Rent for 4 weeks	– 4	– 8	– 2	—	—	—	—	—	—	–
Delivery	2 –	– 10	– 6	—	—	—	—	—	—	–
	6 4	3 10·5	2 8	—	—	—	—	—	—	

TABLE 16.

WOOL.

Summary of Comparison of Official Charges at the undermentioned Ports.

Total Quantity Imported into the United Kingdom in the Year 1898—307,788 tons

Quantities imported at certain ports, 1898	Tons. 233,071	Tons. 36,106	Tons. 555	Tons. 22	Tons. 859	None.	No figures available.	None.	None.	Tons. 14
CHARGES ON GOODS WHEN:—	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. £. s. d.	Per Ton. £. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
a Delivered overside from ship to craft.	Free.	No rate.	Free.	- 6	—	—	—	—	—	—
b Delivered from import quay to cart.	- 6	- 4 5·5	2 2	—	2 10	—	—	—	—	—
c Delivered from dock warehouse, including rent for 12 weeks.	Colonial woo 1 8 7	East India wool - 17 1·85	6 11	—	No dock warehouses.	—	—	—	—	—
d Delivered from private contractors' warehouse, including rent for 12 weeks.	1 8 7	Varies, but generally below official rates.	—	—	—	—	—	—	—	

TABLE 16—*continued.*

WOOL.

Details of Comparison.—Delivered Overside from Ship to Craft—(*A.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	(3 –)	—	6	—	—	—	—	—	—
Delivery overside to craft	Paid by ship	No rate	Paid by ship		—	—	—	—	—	—
	Free	No rate	Free	6	—	—	—	—	—	—

TABLE 16—*continued.*

WOOL.

Details of Comparison.—Delivered from Import Quay to Cart.—(*B.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	3 -	- 8	—	2 -	—	—	—	—	—
Landing, weighing, stowage on quay, and delivery.	7 6	5·5	1 6	—	- 10	—	—	—	-	—
	7 6	4 5·5	2 2	—	2 10	—	—	Not imported.	Not imported.	Not imported.

* One week's rent included.

TABLE 16—*continued.*

WOOL.

Details of Comparison.—Delivered from Dock Warehouse including Rent for Twelve eks.—(C

CHARGES ON GOODS.	Australian Cape Wool.* London.	East India. Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. £. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d	Per Ton. s. d.	Per Ton. s. d	Per Ton. s. d.	Per Ton. s. d.	Per Ton. d.
Inward dues	—	3 –	– 8	—	—	—	—	—	—	—
Quay porterage	—	– 11·5	– 9	—	—	—	—	—	—	—
Housing and working	—	7 10	– 9	—	—	—	—	—	—	—
Rent for 12 weeks	—	4 3·5	4 –	—	—	—	—	—	—	—
Delivery	1 8 7	1 0·85	– 9	—	—	—	—	—	—	—
	1 8 7	17 1·85	6 11	No dock warehouses.	—	—	—	—	—	—

* If stored at private contractors' warehouse the rate is the same, 1*l.* 8*s.* 7*d.*

Table 17.

Black Pepper.

Summary of Comparison of Official Charges at the undermentioned Ports.

Total Quantity Imported into the United Kingdom in the Year 1898—13,265 tons.

Quantities imported at certain ports, 1898	Tons. 12,829	Tons. 339	Tons. 57	None.	None.	None.	No figures available.	None.	None.	None.
Charges on Goods when:—	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
a Delivered overside from ship to craft.	Free.	3 3·33	Free.	—	—	—	—	—	—	—
b Delivered from import quay to cart.	4 9	4 11·5	3 -	—	—	—	—	—	—	—
c Delivered rom import quay to craft.	6 4	5 5	—	—	—	—	—	—	—	—
d Delivered from dock warehouse, including 6 weeks' rent.	9 0·3	8 5·5	5 9	—	—	—	—	—	—	—
e Delivered from private contractors' warehouse including 6 weeks' rent.	8 6·6	—	—	—		—	—	—	—	—

TABLE 17—*continued.*

BLACK PEPPER.

Details of Comparison.—Delivered overside from Ship to Craft.—(*A.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
Inward dues	—	2 8	—	—	—	—	—	—	—	—
Delivery overside to craft	Free.	- 7·33	Free.	—	—	—	—	—	—	—
	Free.	3 3·33	Free.	Not imported.	-	—	—	—	-	—

TABLE 17—*continued*

BLACK PEPPER.

Details of Comparison.—Delivered from Import Quay to Cart.—(*B*

CHARGES ON GOODS.	London	Liverpool.*	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 8	- 9		—	—	—	—	—	—
Weighing and delivering from quay	5 -	2 3·5	1 6	—	—	—	—	—	—	—
Less,—5 per cent.	- 3									
	4 9	4 11·5	2 3	—	—	—	—	—	—	—

* Including 3 days' rent.

TABLE 17—*continued.*

BLACK PEPPER.

Details of Comparison.—Delivered from Import Quay to Craft.—(*C.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 8	—	—	—	—	—	—	—	—
Receiving from ship	5 -	2 3·5	—	—	—	—	—	—	—	—
Delivery from import quay to craft	1 8	- 5·5	—	—	—	—	—	—	—	—
	6 8									
Less,—5 per cent.	- 4	5 5	—	—	—	—	—	—	—	—
	6 4									

TABLE 17—*continued.*

BLACK PEPPER.

Details of Comparison.—Warehoused for Six Weeks, and delivered from Dock Warehouse.—(*D.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 8	- 9	—	—	—	—	—	—	—
Receiving from ship, housing and working	—	3 -	1 6	—	—	—	—	—	—	—
Rent for 6 weeks	—	1 6	2 -	—	—	—	—	—	—	—
Delivery	9 6	1 3·5	- 9	—	—	—	—	—	—	—
Less,—5 per cent.	- 5·7									
	9 0·3	8 5·5	5 -	—	—	—	—	—	—	—

Details of Comparison.—Warehoused for Six Weeks, and delivered from Private Warehouse.—(*E.*)

Collection from ship, transit to private contractors' warehouse, 6 weeks' rent, working and delivery. Dock rate of	s. d. 9 6	s. d. —	s. d. —	s. d. —	s. d. —	s. d. —	s. d. —	s. d. —	s. d. —	s. d. —
Less,—10 per cent.	- 11·4									
	8 6·6	Varies but generally below official rates.	—	—	—	—	—	—	—	—

TABLE 18.

AGRICULTURAL SEEDS.

Summary of Comparison of Official Charges at the undermentioned Ports.

Total Quantity Imported into the United Kingdom in the Year 1898—17,138 tons.

Quantities Imported at certain Ports, 1898	Tons. 4,019	Tons. 1,672	Tons. 4,161	Tons. 200	Tons. 1,188	Tons. 448	No figures available.	Ton. ½	Tons. 5	Ton. 1
CHARGES ON GOODS WHEN :—	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
a Delivered overside from ship to craft.	Free.	3 2·66	Free.	—	—	—	—	—	—	—
b Delivered from import quay to cart.	5 –	3 6	3 –	—	3 6	–	—	—	—	–
c Delivered from import quay to craft.	6 8	3 11·5	—	—	—	—		—	—	--
d Delivered from dock warehouse, including 4 weeks' rent.	8 –	5 4	4 11	—	—	—	—	—	—	--
e Delivered from private contractors' warehouse, including 4 weeks' rent.	7 2·4	Varies but generally below official rates.	—	—	—	—	—	—	—	—

TABLE 18—*continued.*

AGRICULTURAL SEEDS.

Details of Comparison.—Delivered overside from Ship to Craft.—(*A.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
Inward dues	—	2 8	—	—	—	—	—	—	—	—
Delivery overside into craft	Free.	- 6·66	Free.	—	—	—	—	—	—	—
	Free.	3 2·66	Free.	—	—	—	—	—	—	—

Details of Comparison.—Delivered from Import Quay to Cart.—(*B.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 8	- 8	—	2 -	—	—	—	—	
Landing and delivery	5 -	1 1	2 4	—	1 6	—	—	—	—	—
	5 -	3 9	3 -	—	3 6	—	—	—	—	—

TABLE 18—*continued.*

AGRICULTURAL SEEDS.

Details of Comparison.—Delivered from Import Quay to Craft.—(*C.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
Inward dues	—	2 8	—	—	—	—	—	—	—	—
Landing and delivery to craft	6 8	1 3·5	—	—	—	—	—	—	—	—
	6 8	3 11·5	—	—	—	—	—	—	—	—

TABLE 18.—*continued.*

AGRICULTURAL SEEDS.

Details of Comparison.—Delivered from Dock Warehouses, including Four weeks' Rent.—(*D.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 8	- 8	—	—	—	—	—	-	—
Landing	—	—	1 6	—	—	—	—	—	—	—
Housing	5 -	1 6·5	- 9	—	—	-	—	—	—	—
Rent for 4 weeks	1 4	- 6	1 2	—	—	—	—	—	—	—
Delivery	1 8	- 7·5	- 10	—	—	—	—	—	—	—
	8 -	5 4	4 11	—	—	—	—	—	—	—
Collection from ship by water, 4 weeks' rent, and delivery from private contractors' warehouse. Dock Company's rate of 8*s.* per ton *less* 10 per cent.	7 2·4	—	-		—	—	—	-		—

Table 19.

Jute.

Summary of Comparison of Official Charges at the undermentioned Ports.

Total Quantity Imported into the United Kingdom in the Year 1898—336,919 tons.

Quantities Imported at certain Ports, 1898	Tons. 115,649	Tons. 4,060	Tons. 32	None.	Tons. 1,088	None.	No figures available.	Tons. 215,806	None.	None.
Charges on Goods when:—	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Dundee.	Newcastle-on-Tyne.	Middlesbro' and Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.
a Delivered overside from ship to craft	Free	2 3·33	—	—	—	—	—	—	—	—
b Delivered from import quay to cart.	4 0·45	3 1	—	—	—	—	- 9·3	1 5·9	—	—
c Delivered from import quay to craft.	4 0·45	3 3·5	—	—	—	—	—	—	—	—
d Delivered from dock warehouses, including rent for 4 weeks.	4 11·85	5 3	—	—	—	—	2 4	4 2·9	—	—
e Delivered from private contractors' warehouses, including rent for 4 weeks.	4 9·12	Varies but generally below official rates.	—	—	—	—	—	4 5·15	—	—

TABLE 19—*continued.*

JUTE.

Details of Comparison.—Delivered overside from Ship to Craft.—(*A.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Dundee.	Newcastle-on-Tyne.	Middlesbro' and Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d	s. d.	s. d.	s. d.
Inward dues	—	2 0	—	—	—	—	—	—	—	—
Delivery overside nto craft	Paid by ship.	- 3·33	—	—	—	—	—	—	—	—
	Free.	2 3·33	—	—	—	—	—	—	—	—

Details of Comparison.—Delivered from Import Quay to Cart.—(*B.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 -	—	—	—	—	- 3	- 11·7	—	—
Receiving from ship and delivery to cart.	4 3	1 1	—	—	—	—	- 6·3	- 6·2	—	—
Less,—5 per cent.	- 2·55									
	4 0·45	3 1	—	—	—	—	- 9·3	1 5·9	—	—

TABLE 19—*continued.*

JUTE.

Details of Comparison.—Delivered from Import Quay to Craft.—(*C.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Dundee.	Newcastle-on-Tyne.	Middlesbro' and Hartlepool.
	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 –	—	—	—	—	—	—	—	—
Receiving, and delivery to craft	4 3	1 3·5	—	—	—	—	—		—	—
Less 5 per cent.	– 2·55									
	4 0·45	3 3·5	—	—	—	—	—	—	—	—

Details of Comparison.—Delivered from Dock Warehouses, including Four weeks' Rent.—(*D.*)

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	2 –	—	—	—	—	– 3	– 11·7	—	—
Receiving and housing	4 3	1 9	—	—	—	—	– 6·3	2 2·2	—	—
Rent for 4 weeks	1 –	– 8	—	—	—	—	– 11	– 6	—	—
Delivery	Included in landing.	– 10	—	—	—	—	– 6	– 7	—	—
	5 3	5 3	—	—	—	—	2 2·3	4 2·9	—	—
Less 5 per cent.	– 3·15									
	4 11·85									

TABLE 19—*continued.*

JUTE.

Details of Comparison.—Delivered from Private Contractors' Warehouse, including Four weeks' Rent.—(*E.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Dundee.	Newcastle-on-Tyne.	Middlesbro' and Hartlepool.
	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s d.	Per Ton. s. d.	Per Ton. s. d.	Per Ton. s; d.	Per Ton. s. d.
Inward dues	—	—	—	—	—	—	—	- 11·7	—	—
Landing	—	—	—	—	—	—	—	- 6·2	—	—
Cartage	—	—	—	—	—	—	—	1 1·75	—	—
Housing	—	—	—	—	—	—		- 8·25	—	—
Rent	—	—	—	—	—	—	—	- 5	—	—
Delivery	—	—	—	—	—	—	—	- 8·25	—	—
Collection from ship, barging to private warehouse, 4 weeks' rent and delivery, about 5 per cent. under dock rate of 4s., 11·85d.	4 9·12	—	—	—	—	—	—	—	—	—
	4 9·12	Varies, but generally below official rates.	—	—	—	—	—	4 5·15	—	—

TABLE 20.

TIMBER.—Boards and board ends under 6 inches in width.

Summary of Comparison of Official Charges at the undermentioned Ports.

Total Quantity of Hewn and Sawn Wood imported into the United Kingdom in the Year 1898—8,695,112 loads.

Quantities Imported at certain Ports, 1898	Loads. 2,021,681	Loads. 691,605	Loads. 757,322	Loads. 138,413	Loads. 212,826	Loads. 139,905	No figures available.	Loads. 42,945 Middlesbro'.	Loads. 68,679	No figures available.
CHARGES ON GOODS WHEN:—	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Loads. 382,781 Hartlepool.	Newcastle-on-Tyne.	Lynn.
	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.
Delivered from dock, after having been stored for 4 weeks, including collection from ship, piling and unpiling:—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
								MIDDLESBRO'		
a On lines of 300 pieces and over of one length.	12 -	—	10 1·9	14 10	—	—	—	There are no fixed official Dock quotations.	—	9 6·9
								HARTLEPOOL.		
b On lines of 100 to 300 pieces of one length.	15 -	—	10 1·9	14 10	—	—	—	The Dock authorities perform no labourage on wood goods, which is done by outside contractors.	—	9 6·9
c On lines of under 100 pieces of one length.	16 -	—	10 1·9	14 10	—	—	—		—	9 6·9

TABLE 20—*continued.*

TIMBER.—Boards and board ends under 6 inches in width

Details of Comparison.—Of Charges on lines of 300 pieces and over of one length.—(*A.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro' and Hartlepool.	Newcastle-on-Tyne.	Lynn.
	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	1 3	- 9·9	1 3	—	—	—	—	—	- 9·9
Landing from ship	Paid by ship.	—	Paid by ship.		—	—	—	—	—	Paid by ship.
Transit from import quay to yard		—	- 6		—	—	—	—	—	
Piling		—	4/8 to 6/6 say, 5 6		—	—	—	—	—	4 6
Unpiling and delivery	11 -	—	3 -	13 3	—	—	—	—	—	3 9
Rent for 4 weeks	1 -	—	- 4	- 4	—	—	—	—	—	- 6
	12 -	—	10 1·9	14 10	—	—	—	—	—	9 6·9
	Rent commences at date of ship breaking bulk.		Rent commences one month after ship breaking bulk.							

TABLE 20—*continued.*

TIMBER.—Boards and board ends under 6 inches in width.

Details of Comparison.—Of Charges on lines of 100 to 300 pieces of one length.—(*B.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro' and Hartlepool.	Newcastle-on-Tyne.	Lynn.
	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	1 3	- 9·9	1 3	—	—	—	—	—	- 9·9
Landing from ship	Paid by ship	—	Paid by ship		—	—	—	—	—	Paid by ship
Transit from import quay to yard		—	- 6		—	—	—	—	—	
Piling		—	4/8 to 6/6 say, 5 6		—	—	—	—	—	4 6
Unpiling and delivery	14 -	—	3 -	13 3	—	—	—	—	—	3 9
Rent for 4 weeks	1 -	—	- 4	- 4	—	—	-	—	—	- 6
	15 -	—	10 1·9	14 10	—	—	—	—	—	9 6·9
	Rent commences at date of ship breaking bulk.		Rent commences one month after ship breaking bulk.							

TABLE 20—*continued.*

TIMBER.—Boards and board ends under 6 inches in width.

Details of Comparison.—Of Charges on lines of 100 pieces and under of one length.—(*C.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro' and Hartlepool.	Newcastle-on-Tyne.	Lynn.
	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.	Per Standard.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Inward dues	—	1 3	- 9·9	1 3	—	—	—	—	—	- 9·9
Landing from ship	Paid by ship	—	Paid by ship		—	—	—	—	—	Paid by ship
Transit from import quay to yard		—	- 6		—	—	—	—	—	
Piling		—	4/8 to 6/6 say, 5 6		—	—	—	—	—	4 6
Unpiling and delivery	15 -	—	3 -	13 3	—	—	—	—	—	3 9
Rent for 4 weeks	1 -	—	4	- 4	—	—	—	—	—	6
	16 -	—	10 1·9	14 10	—	—	—	—	—	9 6·9
	Rent commences at date of ship breaking bulk.		Rent commences one month after ship breaking bulk.							

TABLE 21.

WINES—IN CASKS.

Summary of Comparison of Official Charges at the undermentioned Ports.

Total Quantity Imported into the United Kingdom in the Year 1898—18,139,652 gallons.

Quantities Imported at certain Ports, 1898	Galls. 10,026,488	Galls. 2,795,547	Galls. 266,580	Galls. 519,533	Galls. 471,683	Galls. 22,362	No figures available.	Galls. 1,914	Galls. 37,438	Galls. 1,961
CHARGES ON GOODS WHEN:—	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
a Delivered overside from ship to craft - Pipe	Free	—	—	Labour arranged for by importers, and not performed by the dock company.	—	—	—	—	—	—
Hogshead	Free	—	—		—	—	—	—	—	—
Barrel	Free	—	—		—	—	—	—	—	—
b Delivered from import quay to craft - Pipe	4 7·6	2 5·95	—	—	—	—	—	—	—	—
Hogshead	2 10·5	1 5·47	—	—	—	—	—	—	—	—
Barrel	1 10·1	- 10·21	—	—	—	—	—	—	—	—
c Delivered from import quay to cart - Pipe	3 9·6	2 3·7	—	—	—	—	—	—	—	—
Hogshead	2 4·5	1 3·85	—	—	—	—	—	—	—	—
Barrel	1 5·1	- 9·09	—	—	—	—	—	—	—	—
d Delivered from dock warehouse, including 4 weeks' rent (Iron bound wines and Claret) Pipe	8 1·2	6 2·7	—	—	—	—	—	—	—	—
Hogshead	5 1·8	3 6·85	—	—	—	—	—	—	—	—
Barrel	3 4·4	2 2·09	—	—	—	—	—	—	—	—
(Wood bound wines and Port and Sherry) Pipe	9 2·7	—	—	—	—	—	—	—	—	—
Hogshead	5 9	—	—	—	—	—	—	—	—	—
Barrel	3 8	—	—	—	—	—	—	—	—	—

TABLE 21—*continued.*

WINES—IN CASKS.

Summary of Comparison of Official Charges at the undermentioned Ports.

Total Quantity Imported into the United Kingdom in the Year 1898—18,139,652 gallons.

Quantities Imported at certain Ports, 1898		Galls. 10,026,488	Galls. 2,795,547	Galls. 266,580	Galls. 519,533	Galls. 471,683	Galls. 22,362	No figures available.	Galls. 1,914	Galls. 37,438	Galls. 1,961
CHARGES ON GOODS WHEN:—		London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
		£ s. d	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
e Delivered from dock warehouse, including 1 year's rent. (Iron bound wines and Claret).	Pipe	1 6 1·2	10 8·7	—	—	—	—	—	—	—	—
	Hogshead	– 15 11·4	6 7·85	—	—	—	—	—	—	—	—
	Barrel	– 10 6·8	4 1·09	—	—	—	—	—	—	—	—
(Wood bound wines and Port and Sherry).	Pipe	1 7 2·7	—	—	—	—	—	—	—	—	—
	Hogshead	– 16 6·6	—	—	—	—	—	—	—	—	—
	Barrel	– 10 10·4	—	—	—	—	—	—	—	—	—
f Discharged at dock, other to that in which goods are warehoused, housed with the Dock Company for 1 year, and delivered (not including transit from quay or ship to warehouse). (Iron bound wines and Claret).	Pipe	1 6 1·2	10 5·7	—	—	—	—	—	—	—	—
	Hogshead	– 15 11·4	6 8·6	—	—	—	—	—	—	—	—
	Barrel	– 10 6·8	4 3·34	—	—	—	—	—	—	—	—
(Wood bound wines and Port and Sherry).	Pipe	1 7 2·7	—	—	—	—	—	—	—	—	—
	Hogshead	– 16 6·6	—	—	—	—	—	—	—	—	—
	Barrel	– 10 10·4	—	—	—	—	—	—	—	—	—

TABLE 21—*continued.*

WINES—IN CASKS.

Details of Comparison.—Delivered from Import Quay to Craft.—(*B.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Pipe or Butt.	Pipe or Butt.								
	s. d	s. d.								
Inward dues	—	1 6·7								
Landing and delivery rate	3 9·6	- 9								
Extra for delivery to craft	- 10	- 2·25								
	4 7·6	2 5·95								
	Hogshead.	Hogshead.								
Inward dues	—	- 9·35								
Landing and delivery rate	2 4·5	- 6·5								
Extra for delivery to craft	- 6	- 1·62								
	2 10·5	1 5·47								
	Barrel or ¼-cask.	Barrel or ¼-cask.								
Inward dues	—	- 4·59								
Landing and delivery rate	1 5·1	- 4·5								
Extra for delivery to craft	- 5	- 1·12								
	1 10·1	- 10·21								

TABLE 21—*continued.*

WINES—IN CASKS.

Details of Comparison.—Delivered from Import Quay to Cart.—(*C.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Pipe or Butt. s. d.	Pipe or Butt. s. d.								
Inward dues	—	1 6·7								
Landing on quay and delivery to cart	3 9·6	- 9								
	3 9·6	2 3·7								
	Hogshead.	Hogshead.								
Inward dues	—	- 9·35								
Landing on quay and delivery to cart	2 4·5	- 6·5								
	2 4·5	1 3·85								
	Barrel or ¼-cask.	Barrel or ¼-cask.								
Inward dues	—	- 4·59								
Landing on quay and delivery to cart	1 5·1	- 4·5								
	1 5·1	- 9·09								

TABLE 21—*continued.*

WINES—IN CASKS.

Details of Comparison.—Delivered from Dock Warehouse, including Four weeks' Rent.—(*D.*)

CHARGES ON GOODS.	London.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro' and Hartlepool.	Newcastle-on-Tyne.
	Pipe or Butt. Iron bound wine and claret.	Pipe or Butt. Wood bound wine, and port and sherry.	Pipe or Butt.							
	£. s. d.	£. s. d.	s. d.							
Inward Dues	—	—	1 6·7							
Landing on quay and housing	– 3 7·2	– 4 8·7	2 –							
Rent for 4 weeks	– 1 6	– 1 6	1 –							
Delivery	– 3 –	– 3 –	1 –							
	– 8 1·2	– 9 2·7	6 2·7							
	Hogshead.	Hogshead.	Hogshead.							
Inward Dues	—	—	– 9·35							
Landing on quay and housing	– 2 3	– 2 10·2	1 2·5							
Rent for 4 weeks	– – 10·8	– – 10·8	– 8							
Delivery	– 2 –	– 2 –	– 11							
	– 5 1·8	– 5 9	3 6·85							
	Barrel or ¼-cask.	Barrel or ¼-cask.	Barrel or ¼-cask.							
Inward dues	—	—	– 4·59							
Landing on quay and housing	– 1 4·2	– 1 7·8	– 10							
Rent for 4 weeks	– – 7·2	– – 7·2	– 4							
Delivery	– 1 5	– 1 5	– 7·5							
	– 3 4·4	– 3 8	2 2·09							

TABLE 21—*continued.*

WINES—IN CASKS.

Details of Comparison.—Delivered from Dock Warehouse, including One Year's Rent.—(*E.*)

CHARGES ON GOODS.	London.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro and Hartlepool.	Newcastle-on-Tyne.
	Pipe or Butt.	Pipe or Butt.	Pipe or Butt.							
	Iron bound wine and claret.	Wood bound wine, and port and sherry.								
	£. s. d	£. s. d.	s. d.							
Inward dues	—	—	1 6·7							
Landing on quay and housing	- 3 7·2	- 4 8·7	2 -							
Rent for 1 year	- 19 6	- 19 6	5 6							
Delivery	- 3 -	- 3 -	1 8							
	1 6 1·2	1 7 2·7	10 8·7							
	Hogshead.	Hogshead.	Hogshead.							
Inward dues	—	—	- 9·35							
Landing on quay and housing	- 2 3	- 2 10·2	1 2·5							
Rent for 1 year	- 11 8·4	- 11 8·4	3 9							
Delivery	- 2 -	- 2 -	- 11							
	- 15 11·4	- 16 6·6	6 7·85							
	Barrel or ¼-cask.	Barrel or ¼-cask.	Barrel or ¼-cask.							
Inword dues	—	—	- 4·59							
Landing on quay and housing	- 1 4·2	- 1 7·8	- 10							
Rent for 1 year	- 7 9·6	- 7 9·6	2 3							
Delivery	- 1 5	- 1 5	- 7·5							
	- 10 6·8	- 10 10·4	4 1·09							

TABLE 21—*continued.*

WINES—IN CASKS.

Details of Comparison.—Discharged at Dock other to that in which goods are warehoused, housed with the Dock Company for One Year, and delivered (not including transit from quay or ship to warehouse).—(*F.*)

CHARGES ON GOODS.	London.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro' and Hartlepool.	Newcastle-on-Tyne.
	Pipe or Butt. Iron bound wine and claret.	Pipe or Butt. Wood bound wine, and port and sherry.	Pipe or Butt.							
	£ s. d.	£. s. d.	s. d.							
Inward dues	—	—	1 6·7							
Cost of obtaining goods from ship into cart or lighter.	Free to lighter.	Free to lighter.	– 4·5							
Transit to warehouse	(Extra.)	(Extra.)	(Extra.)							
Housing	– 3 7·2	– 4 8·7	1 4·5							
Rent for one year	– 19 6	– 19 6	5 6							
Delivery	– 3 –	– 3 –	1 8							
	1 6 1·2	1 7 2·7	10 5·7							
	Hogshead.	Hogshead.	Hogshead.							
Inward dues	—	—	– 9·35							
Cost of obtaining goods from ship into cart or lighter.	Free to lighter.	Free to lighter.	– 3·25							
Transit to warehouse	(Extra.)	(Extra.)	(Extra.)							
Housing	2 3	2 10·2	1 –							
Rent for one year	11 8·4	11 8·4	3 9							
Delivery	2 –	2 –	– 11							
	15 11·4	16 6·6	6 8·6							
	Barrel or ¼-cask.	Barrel or ¼-cask.	Barrel or ¼-cask.							
Inward dues	—	—	– 4·59							
Cost of obtaining goods from ship into cart or lighter.	Free to lighter.	Free to lighter.	– 2·25							
Transit to warehouse	(Extra.)	(Extra.)	(Extra.)							
Housing	1 4·2	1 7·8	– 10							
Rent for one year	7 9·6	7 9·6	2 3							
Delivery	1 5	1 5	– 7·5							
	19 6·8	10 10·4	4 3·34							

TABLE 22.

RUM.

Summary of Comparison of Official Charges at the undermentioned o s.

Total Quantity Imported into the United Kingdom in the Year 1898—5,469,092 gallons.

(Puncheon, (say) 100 gallons; Hogshead, (say) 60 gallons; Barrel, (say) 30 gallons.)

Quantities Imported at certain Ports, 1898	Galls. 3,393,337	Galls. 1,501,171	Galls. —	Galls. —	Galls. —	Galls. —	No figures available.	Galls. —	Galls. —	Galls. —
CHARGES ON GOODS WHEN:	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	£. s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
a Delivered overside from ship to craft. Puncheon	Free									
Hogshead	Free	—								
Barrel	Free	—								
b Delivered direct from ship to cart. Puncheon	—	1 8·5								
Hogshead	—	1 0·85								
Barrel	—	- 7·05								
c Landed and delivered from the quay. Puncheon	- 5 -	2 1	(Liverpool charge extra for warrants.)							
Hogshead	- 3 -	1 4·1								
Barrel	- 1 6	- 9·3								
d Delivered from dock warehouse, including 16 weeks' rent. Puncheon	- 10 -	9 -								
Hogshead	- 6 -	5 7·1								
Barrel	3 -	3 2·3								
e Delivered from dock warehouse, including one year's rent. Puncheon	1 1 3	8 6								
Hogshead	- 12 9	5 2·1								
Barrel	- 7 6	2 11·3								

TABLE 22—*continued*

RUM.

Details of Comparison.—Delivered direct from Ship to Cart.—(*B.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro.	Newcastle-on-Tyne.	Hartlepool.
	Per Puncheon. s. d.	Per Puncheon. s. d.								
Inward dues	—	1 4								
Delivery direct to cart	—	- 4·5								
	—	1 8·5								
	Per Hogshead.	Per Hogshead.								
Inward dues	—	- 9·6								
Delivery direct to cart	—	- 3·25								
	—	1 0·85								
	Per Barrel.	Per Barrel.								
Inward dues	—	- 4·8								
Delivery direct to cart	—	- 2·25								
	—	- 7·05								

TABLE 22—*continued.*

RUM.

Details of Comparison.—Landed and Delivered from the Quay.—(*C.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Puncheon.	Per Puncheon.								
	s. d.	s. d.								
Inward dues	—	1 4								
Landing on quay and delivery	5 -	- 9								
	5 -	2 1								
	Per Hogshead.	Per Hogshead.								
Inward dues	—	- 9·6								
Landing on quay and delivery	3 -	- 6·5								
	3 -	1 4·1								
	Per Barrel.	Per Barrel.								
Inward dues	—	- 4·8								
Landing on quay and delivery	1 6	- 4·5								
	1 6	- 9·3								

TABLE 21—*continued.*

RUM.

Details of Comparison.—Delivered from Dock Warehouse, including Sixteen Weeks' Rent.—(*D.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Puncheon.	Per Puncheon.								
	s. d.	s. d.								
Inward dues	—	1 4								
Landing on quay and housing	10 –	2 –								
Rent for 16 weeks		4 –								
Delivery		1 8								
	10 –	9 –								
	Per Hogshead.	Per Hogshead.								
Inward dues	—	– 9·6								
Landing on quay and housing	6 –	1 2·5								
Rent for 16 weeks		2 8								
Delivery		– 11								
	6 –	5 7·1								
	Per Barrel.	Per Barrel.								
Inward dues	—	– 4·8								
Landing on quay and housing	3 –	– 10								
Rent for 16 weeks		1 4								
Delivery		– 7·5								
	3 –	3 2·3								

TABLE 21—*continued.*

RUM.

Details of Comparison.—Delivered from Dock Warehouse, including One Year's Rent.—(*E.*)

CHARGES ON GOODS.	London.	Liverpool.	Hull.	Bristol.	Glasgow.	Belfast.	Barrow.	Middlesbro'.	Newcastle-on-Tyne.	Hartlepool.
	Per Puncheon. £. s. d.	Per Puncheon. s. d.								
Inward dues	—	1 4								
Landing on quay and housing	– 10 –	2								
Rent for one year	– 11 3	3 6								
Delivery	Included in landing.	1 8								
	1 1 3	8 6								
	Per Hogshead.	Per Hogshead.								
Inward dues	—	– 9·6								
Landing on quay and housing	– 6 –	1 2·5								
Rent for one year	– 6 9	2 3								
Delivery	Included in landing.	– 11								
	– 12 9	5 2·1								
	Per Barrel.	Per Barrel.								
Inward dues	—	– 4·8								
Landing on quay and housing	– 3 –	– 10								
Rent for one year	– 4 6	1 1								
Delivery	Included in housing.	– 7·5								
	– 7 6	11·3								

TABLE A.

TONNAGE DUES ON SHIPPING.

Showing in small column the number of Weeks' Rent included in Tonnage Dues.

	London.		Liverpool.		Hull.		Bristol.		Glasgow.		Belfast.		Barrow.		Hartlepool, Middlesbro', Newcastle-on-Tyne.	
	Per Ton. s. d.	Weeks.	Per Ton. s. d.	Weeks.	Per Ton. s. d.	Weeks.	Per Ton. s. d.	Weeks.	Per Ton. s. d.	Weeks.	Per Ton. s. d.	Weeks.	Per Ton. s. d.	Weeks.	Per Ton. s. d.	Weeks.
1. Vessels from or to all ports outside Europe, Mediterranean and Black Sea.	1 –	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2. Vessels from or to ports in Mediterranean; ports and islands generally on the Atlantic coast of America (to the north of Rio la Plata inclusive), ports and islands generally on the Atlantic coast of Africa.	—	—	1 4	8	—	—	—	—	—	—	—	—	—	—	—	—
3. Vessels from or to ports in the Pacific Ocean; ports in Africa and Asia east of the Cape, and ports on the American Atlantic coast (south of Rio la Plata).	—	—	1 4	8	—	—	—	—	—	—	—	—	—	—	—	—
4. Vessels from or to all ports outside the United Kingdom.	—	—	—	—	—	—	—	—	– 8	2	– 4	4	1	4	—	—
5. Vessels from or to Mediterranean ports; ports on the northern coast of Russia, and all ports outside Europe.	—	—	—	—	1	13	—	—	—	—	—	—	—	—	—	—
6. Vessels from foreign ports other than in Flanders; ports on north and west coast of France; ports in Germany, Holland, Zealand.	—	—	—	—	—		1 4	4	—	—	—	—	—	—	—	
7. Vessels from or to all ports on the east coast of British North America, and ports in Madeira and Azores.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1 –	4
8. Vessels from or to ports in the West Indies	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1 4	4
9. Vessels from or to all ports other than those mentioned in Pars. 7, 8, 10, 11 and 12.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1 6	4
10. Vessels from or to all ports in the Mediterranean, ports on the northern coast of Russia, ports on the Atlantic coast of the United States (north of Florida).	—	—	—	—	—		—	—	—	—	—	—	—	—	– 10	4

TABLE A.—*continued*.

TONNAGE DUES ON SHIPPING.

Showing in small column the number of Week's Rent included in Tonnage Dues.

	London.		Liverpool.		Hull.		Bristol.		Glasgow.		Belfast.		Barrow.		Hartlepool Middlesbro, Newcastle-on-Tyne.	
	Per Ton. s. d.	Weeks.	Per Ton. s. d.	Weeks.	Per Ton. s. d.	Weeks.	Per Ton. s. d.	Weeks.	Per Ton. s. d.	Weeks.	Per Ton. s. d.	Weeks.	Per Ton. s. d.	Weeks.	Per Ton. s. d.	Weeks.
11. Vessels from or to ports in the Baltic Sea, ports between Ushant and Gibraltar, ports between the Naze and the North Cape.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	- 8	4
12. Vessels from or to all ports between Ushant and the Naze in Norway (excepting Baltic ports).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	- 6	4
13. Vessels from or to European ports, inclusive of Black Sea and Mediterranean ports.	- 9	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—
14. Vessels from or to ports within Cattegat and Baltic Sea, ports generally to east of North Cape (including White Sea), Europe to the south of Cape Finisterre (without the Mediterranean), Newfoundland, Greenland, Davis Straits and Azores.	—	—	1 1	8	—	—	—	—	—	—	—	—	—	—	—	—
15. Vessels from or to ports in Europe between Cape Finisterre and North Cape (without the Cattegat and Baltic).	—	—	- 10	8	—	—	—	—	—	—	—	—	—	—	—	—
16. Vessels from or to ports in the Baltic Sea, European ports west of Ushant, and west and north of Gibraltar.	—	—	—	—	- 8	13	—	—	—	—	—	—	—	—	—	—
17. Vessels from or to ports in Denmark, Sweden, Norway (except Baltic ports), Germany, Holland, Flanders, and France (east of Ushant).	—	—	—	—	- 4	13	—	—	—	—	—	—	—	—	—	—
18. Vessels from ports in Flanders, ports on north and west coast of France, ports in Germany, Holland and Zealand.	—	—	—	—	—	—	9		—		—	—	—	—	—	—

TABLE B.

STATEMENT OF CAPITAL

(As shown by last published Statement of Accounts.)

LONDON AND ST. KATHARINE DOCK CO:	£.	£.	Quoted Market Value May, 1900.	£.	£.		£.	£.	£.
Ordinary Stock	5,756,700		at 52	2,993,484		Brought forward	17,833,780		13,396,222
4% Debenture Stock	3,029,400		at 123	3,726,162		SURREY COMMERCIAL:			
4½% Pref. Stock	420,000		at 128½	539,700		Ordinary Stock	1,353,814	at 137	1,854,725	
4½% ,, ,, 1878	600,000		at 123½	741,000		Pref. A	154,000	at 142½	219,450	
4½% ,, ,, 1883	600,000		at 121½	729,000		,, B	199,000	at 140½	279,595	
Debentures	383,400		at 100	383,400		,, C	49,000	at 140½	68,845	
Realised Property	62,200		at 100	62,200		,, D	100,000	at 137½	137,500	
Pm. on issuing Stock	67,740		at 100	67,740		Debenture Stock	140,000	at 145½	203,700	
		10,919,440			9,242,686		1,995,814			2,763,815
EAST AND WEST INDIA DOCK CO.:						MILLWALL DOCK CO.:			
Ordinary Stock	2,385,500		at 19½	465,172		Ordinary Stock, 1864	510,000	at 21½	109,650	
4% Pref. Stock	967,340		at 72	696,484		,, 1879	90,000	at 21½	19,350	
Prior lien 3% Deb. Stock	681,000		at 98	667,380		,, 1887	51,000	at 21½	10,965	
Con. 3% Deb. Stock	2,780,000		at 80	2,224,000		5% Pref. 1866	490,000	at 63	308,700	
Mortgages, 4%	100,500		at 100	100,500		4½% ,, 1882	250,000	at 75	187,500	
		6,914,340			4,153,536	New 5% Pref. 1887	200,000	at 65	130,000	
						5% Deb. Stock 1864–82	443,500	at 135	598,725	
						4% ,, 1887	60,000	at 120	72,000	
							2,094,500			1,436,890
Carried forward £.		17,833,780			13,396,222	£.	21,924,094	Market Value £.		17,596,927

Appendix.
4th Day No. 9.

9. Report of the Judgment in the Case of the Burham Brick, Lime, and Cement Company, Limited, *v.* London and India Docks Joint Committee.

(*Handed in by Mr C. Charleton on the Fourth Day. See Question 1278.*)

(Queen's Bench Division. Before Mr. Justice Mathew, July 31.)

Reprinted by permission, from the "Shipping Gazette and Lloyd's List," of August 4th, 1899.

The plaintiffs in this case (a short report of which has already appeared in the "Shipping Gazette") were owners of sailing barges which were employed from time to time in carrying cement and other goods from the upper Medway to be discharged into ships lying in the defendants' docks, and in receiving goods from ships lying in such docks. From the commencement of the present century until January 1st, 1899, the defendants or their predecessors in control of the docks have not charged, or claimed to charge, any dock rates on sailing barges engaged in the manner above mentioned. Since January 1st, 1899, the defendants have required sailing barges, including the plaintiffs' barges, coming from outside the port of London, to pay certain rates, although the barges were only engaged as aforesaid. The plaintiffs alleged that such charges were illegally levied, and they claimed in this action the return of money paid for such charges under protest. The defence to the action was that the exemption from dock rates in the various Acts regulating the defendants' undertaking was in favour of "all lighters and craft," so long as the same were "*bonâ fide* engaged in discharging or receiving any goods or ballast to or from on board any ship or vessel." The defendants contended that the true construction of the words "all lighters and craft" in the exemption clauses of the various dock Acts did not include the plaintiffs' sailing barges, which were, in truth, coasting vessels. The earliest statute dealing with the exemption is 39 Geo. III., c. 69, which by Section 138 provided that "this Act shall not extend to charge with the said rate or duty of 6s. 8d. per ton hereinbefore granted any lighters or craft entering into the said docks, or basins, or cuts, to convey, deliver, discharge, or receive ballast or goods to or from on board of any ship or ships, vessel or vessels." A similar provision is to be found in the various other Acts relating to the docks, and in particular in 37 and 38 Vict., c. 178, Section 136, and 45 and 46 Vict., c. 90, 26.

Mr. Joseph Walton, Q.C., and Mr. T. E. Scrutton (instructed by Messrs. Farlow and Jackson) appeared for the plaintiffs; Mr. Cripps, Q.C., Mr. Pickford, Q.C., and Mr. George Wallace (instructed by Messrs. Turner, Son and Foley) for the defendants.

Mr. Justice Mathew, in delivering judgment, said: My judgment must be for the plaintiffs. The question depends on the history of the charges in Acts of Parliament beginning with the Statute of 1799, and the scheme of that Act is perfectly clear. Certain rates are imposed upon ships or vessels using the docks, and to include other services rendered to the ship while in the docks. The rates are under Section 137 of the Act of George III. The rates or duties "shall be levied and collected as herein-after is directed, and shall be accepted and taken for and in satisfaction of the use and conveniency of the said docks, and all charges and expenses of the navigating, mooring, unmooring, removing, and management of such ship or vessel, from her arrival at the entrance into the docks at Blackwall, until such ship or vessel shall be unloaded and moored in the dock for light ships or vessels." That is the section with reference to ships or vessels contained in the earlier enactment. There is an exemption under Section 138, "Provided always and be it enacted, that this Act shall not extend to charge with the said rate or duty of six shillings and eight-pence per ton hereinbefore granted, any lighters or craft entering into the said docks, or basins, or cuts, to convey deliver, discharge, or receive ballast or goods to, or from on board of, any ship or ships, vessel or vessels. It is perfectly plain and perfectly clear language." What exempts the lighter or craft is the fact that she is engaged for the purpose of loading or unloading the ship. The limitation is the engagement of the barge for either of those purposes. That is the earlier statute, and that same scheme of legislation is carried through a large number of statutes, some of which have been referred to, until we come to the Act of 1882, which appears to be the last on the subject. There, by Section 26, it is provided "The tonnage rate which the company may from time to time demand and take in respect of any lighter, barge, or other like craft entering their new dock, lock, or tidal basin, and for lying therein, shall not exceed the rate, rent, or sum which from time to time is charged by them in respect of vessels trading coastwise between the port of London any port or place in the United Kingdom. That would apply to any craft or lighter coming from the dock for the purpose of discharging its cargo or for the purpose of transhipment, in the case which has been put, where she had made an independent voyage and came to the dock and discharged her cargo there. Then comes the proviso "Provided always that any lighter, barge, or other like craft, entering the new dock, lock, or tidal basin, to discharge or receive ballast or goods to or from on board of any vessel lying therein, shall be exempt from the payment of any rate, rent, or sum so long as such lighter, barge, or other like craft shall be *bonâ fide* engaged in discharging or receiving such ballast or goods as aforesaid." Is it necessary to say a further word? There is the old scheme of legislation preserved, and the clearest indication of what the ground of exemption should be, namely, the employment of the barge or lighter in connection with the loading or discharge of the ship. As I understand, the whole of these charges have been made upon barges which have been employed in discharging or loading the ship. It would appear, therefore, that all these charges have been wrongfully demanded by the defendants, and therefore they must be repaid. I give judgment for the plaintiffs with costs.

Mr. Joseph Walton: Your lordship will allow costs on the High Court scale in this case?

Mr. Justice Mathew: Yes, certainly.

Appendix. 5th Day, Nos. 1 and 2.

FIFTH DAY.

1. STATEMENT as to the DELAY to SHIPS ARRIVING OFF SOUTHEND at LOW WATER

(Handed in by Mr. C. J. More on the Fifth Day. See Question 1683.)

A VESSEL drawing 25 feet of water with an allowance of 2 feet of water under her keel would pass the Yantlet Channel without delay at any time of the tide on 197 days in each year, but might, if she arrived at an unfavourable time of the tide, be detained for want of water on the remaining 168 days. The period of such delay would vary from a moment to 2½ hours.

Under similar conditions, vessels drawing 26 feet would pass at all times of the tide unhindered on 109 days, though on the remaining 256 days they might have to wait. The period of such delay would vary from a moment to about 3¼ hours.

Those drawing 27 feet would pass unhindered at all times of the tide on only 38 days, and on the remaini 327 days of the year the period of delay might vary from a moment to nearly 4 hours.

And those drawing 28 feet would only pass unhindered on 7 days in the year, and on the remaining 358 days the delay would vary from a moment to 4½ hours.

15 November 1900. *Charles J. More*, Engineer.

2. PARTICULARS of the DREDGING PLANT EMPLOYED by the THAMES CONSERVANCY BELOW LONDON BRIDGE.

(Handed in by Mr. C. J. More on the Fifth Day. See Question 1683.)

Dredger No. 1.—Length 120 feet, breadth 32 feet, depth of side 13 ft. 6 in. Built in 1863, and thorough repaired and fitted with new ladders and new engine and winches for working chains in 1898. Bucket Dredger, fitted with two side ladders, working to a depth of 32 feet, and capable of raising 600 cubic yards an hour in good material.

Steam Hoppers, Nos. 3 and 4.—Length 190 feet, breadth 30 feet, depth of side 15 ft. 6 in. Built in 1898. In attendance on No. 1 Dredger, for the purpose of carrying the material dredged to the spoil ground in the Barrow Deeps. Each Hopper has a capacity of 600 cubic yards.

Dredger No. 2.—Length 137 ft. 6in., breadth 29 feet, depth of side 10 ft. 6 in. Built in 1883; lengthened in 1887; fitted with new engines in 1895. Bucket Dredger with centre ladder, capable of working to a depth of 40 feet, and raising 240 cubic yards per hour in good material.

Steam Hoppers, Nos. 1 and 2.—Length 145 ft. 3 in., breadth 25 ft. 6 in., depth of side 12 ft. 3 in. Built in 1876. In attendance on No. 2 Dredger, for the purpose of carrying the material dredged to the spoil ground in the Barrow Deeps. Each Hopper has a capacity of 320 cubic yards.

Tug "Lizard."—Built in 1883. Length 70 ft. 5 in., breadth 15 ft., horse power (nominal) 40. Screw tug in attendance on dredging craft.

November 1900.

Appendix. 5th Day, Nos. 3 and 4.

3. AN ACCOUNT for the Years 1894 to 1899, inclusive, of the AMOUNT RECEIVED by the CONSERVATORS of the RIVER THAMES for RENTS on ACCOMMODATIONS and for SALES of FORESHORE for the purpose of ACCOMMODATIONS; and an ACCOUNT of the MONIES PAID to H.M. COMMISSIONERS of WOODS on BEHALF of the CROWN.

(*Handed in by Mr. C. J. More on the Fifth Day. See Question 1683.*)

	Receipts.			Apportioned.	
	Rents.	Sales.	Total.	To Conservators.	To H.M. Office of Woods.
	£.	£.	£	£.	£.
1894	11,249	1,665	12,914	8,693	4,221
1895	12,403	3,918	16,321	10,964	5,357
1896	12,437	1,745	14,182	9,557	4,625
1897	14,066	4,010	18,076	12,220	5,856
1898	14,524	1,442	15,966	10,813	5,153
1899	15,880	3,182	19,062	12,636	6,426
£.	80,559	15,962	96,521	64,883	31,638
In addition to the above sum of £. 31,638 the Office of Woods have been paid the following amounts for the Years 1894 to 1899:					
In respect of :—				£.	
Dredging Licenses, 6 years at £. 500 per annum				3,000	
Piers				958	
					3.958
				£.	35,596

4. AN ACCOUNT of the RECEIPTS and EXPENDITURE of the THAMES CONSERVANCY for the Years 1894 to 1899, inclusive; (*a*) below LONDON BRIDGE; (*b*) LONDON BRIDGE to STAINES; and (*c*) SUMMARY.

(*Handed in by Mr. C. J. More on the Fifth Day. See Question 1683.*)

(*a*) Below London Bridge.

	1894.	1895.	1896.	1897.	1898.	1899.	TOTAL.
RECEIPTS.	£.	£.	£.	£.	£.	£.	£.
River Tonnage Dues	48,861	49,342	52,837	54,436	55,818	55,729	317,023
Pier Dues	1,673	1,212	1,584	911	1,149	1,089	7,618
Rents for Accommodations	5,391	5,855	5,933	6,343	6,585	7,533	37,640
Dredging Licenses	692	506	841	854	1,134	1,183	5,210
Dividends on Investments	1,184	1,048	813	810	810	1,037	5,702
Miscellaneous	1,084	1,184	1,417	1,903	1,879	1,539	9,006
£.	58,885	59,147	63,425	65,257	67,375	68,110	382,199
EXPENDITURE.							
Establishment and Office Expenses.	8,228	6,906	6,620	7,253	7,358	7,430	43,795
Harbour Service	7,709	7,777	8,156	8,037	7,485	7,590	46,754
Collection of Tonnage Dues	797	826	846	856	796	786	4,907
Mooring Service	8,777 Includes Wrecks.	8,361	6,302	5,122	4,513	7,019	40,094
Surveys	—	145	415	666	1,057	1,322	3,605
Interest on Loans and Management Charges.	3,315	3,996	3,114	3,109	3,109	3,109	19,752
Sinking Fund	—	1,198	1,026	1,026	1,026	1,026	5,302
Piers	2,831	2,242	2,073	2,622	2,710	5,397	17,875
Dredging	8,862	9,428	12,829	10,189	12,302	24,037	77,647
Pensions and Allowances	1,612	1,595	1,665	1,472	1,483	1,983	9,810
Law and Parliamentary Expenses.	7,330	887	975	1,077	1,046	1,280	12,595
Lower Thames Navigation Commission.	—	3,372	1,240	—	—	—	4,612
Conservators' Fees	1,800	1,800	1,800	1,800	1,800	1,800	10,800
Sinking Fund for renewal of Craft and Offices.	—	53	559	546	547	545	2,250
Miscellaneous	1,552	2,296	1,865	1,999	2,988	2,016	12,716
£.	52,813	50,882	49,485	45,774	48,220	65,340	312,514

(*b*) London Bridge to Staines.

—	1894.	1895.	1896.	1897.	1898.	1899.	TOTAL.
RECEIPTS.	£.	£.	£.	£.	£.	£.	£.
Tolls	10,026	10,059	11,138	11,161	12,037	11,937	66,358
Water Companies	1,450	2,450	2,450	2,450	2,450	2,450	13,700
Canal Company	900	600	600	600	600	600	3,900
Pier Dues	2,713	2,667	4,575	4,615	4,610	4,012	23,192
Rents	2,192	2,498	2,461	3,204	3,268	3,065	16,688
Dredging Licenses	273	282	246	323	436	545	2,105
Registration, &c. Fees	640	562	593	666	638	572	3,671
Miscellaneous	15	40	40	40	40	40	215
£.	18,209	19,158	22,103	23,059	24,079	23,221	129,829
EXPENDITURE.							
Establishment and Office Expenses.	2,743	2,301	2,207	2,417	2,452	2,475	14,595
Inspection of River	930	933	1,027	1,040	1,117	1,093	6,140
Lock-keepers' Wages	1,045	1,199	1,295	1,312	1,372	1,378	7,601
Collection of Tolls	415	702	696	740	736	775	4,064
River Purification	852	2,165	2,169	2,215	2,252	2,358	12,011
Dredging	1,695	1,298	1,388	1,078	1,324	1,088	7,871
Locks, Weirs, &c.	5,272	5,445	5,213	6,574	5,439	4,545	32,488
Piers	5,941	3,900	7,472	4,372	8,920	4,930	35,535
Pensions	537	532	555	490	495	660	3,269
Law and Parliamentary Expenses.	3,147	522	801	417	656	698	6,241
Conservators' Fees	600	600	600	600	600	600	3,600
Miscellaneous	369	352	287	551	599	763	2,921
£.	23,546	19,949	23,710	21,806	25,962	21,363	136,336

(*c*) Summary.

—	1894.	1895.	1896.	1897.	1898.	1899.	TOTAL.
RECEIPTS.	£.	£.	£.	£.	£.	£.	£.
Below London Bridge	58,885	59,147	63,425	65,257	67,375	68,110	382,199
Above London Bridge	18,209	19,158	22,103	23,059	24,079	23,221	129,829
Page 4 of Evidence £.	77,094	78,305	85,528	88,316	91,454	91,331	512,028
EXPENDITURE.							
Below London Bridge	52,813	50,882	49,485	45,774	48,220	65,340	312,514
Above London Bridge	23,546	19,949	23,710	21,806	25,962	21,363	136,336
	76,359	70,831	73,195	67,580	74,182	86,703	448,850
Add,—Expenditure on Richmond Footbridge imposed on the Conservators by Special Act of Parliament.	9,616	1,287	750	—	—	—	11,653
£.	85,975	72,118	73,945	67,580	74,182	86,703	460,503

TOTALS.

Receipts	512,028
Expenditure	460 503
Surplus Appropriated £.	51,525

Appendix.
5th Day, No. 5.

5. A RETURN of the ATTENDANCES at BOARD and COMMITTEE MEETINGS of the

(Handed in by Mr. C. J. More on the

NAMES OF CONSERVATORS.	Representing	Board.	
		Actual.	Possible.
Admiral G. S. Bosanquet	Admiralty	38	40
Admiral W. H. Maxwell	„	40	40
	2 Conservators	78	80
Sir C. Cecil Trevor, C.B.	Board of Trade	40	40
W. H. Grenfell, Esq., M.P.	„ „	31	40
	2 Conservators	71	80
Captain J. B. Atkins	Trinity House	29	40
Captain W. Ladds	„ „	32	40
	2 Conservators	61	80
W. J. Cripps, Esq., C.B.	Gloucestershire and Wiltshire County Councils - 1 Conservator	13	40
J. Darell-Blount, Esq.	Oxfordshire County Council - 1 Conservator	25	40
R. Buckell, Esq.	Oxford City and County Borough - 1 Conservator	25	40
H. W. Russell, Esq.	Berks County Council - 1 Conservator	40	40
W. B. Monck, Esq.	Reading County Borough - 1 Conservator	39	40
A. Gilbey, Esq.	Bucks County Council - 1 Conservator	31	40
T. F. Halsey, Esq., M.P.	Herts County Council - 1 Conservator	35	40
Chas. Burt, Esq.	Surrey County Council - 1 Conservator	37	40
Sir F. D. Dixon-Hartland, Bart., M.P.	Middlesex County Council - 1 Conservator	35	40
J. McDougall, Esq.	London County Council	36	40
W. C. Steadman, Esq.	„ „	36	40
T. H. W. Idris, Esq.	„	25	40
R. Strong, Esq.	„ „	23	40
E. A. Goulding, Esq., M.P.	„ „	26	40
J. F. Remnant, Esq., M.P.	„ „	27	40
	6 Conservators	173	240

CONSERVATORS of the RIVER THAMES, for the Year 1899 and to 31st October 1900.

Appendix
5th Day, No 5

Fifth Day. See Question 1683).

1899.				1900 (to 31st October).					
Committee.		Total Board and Committee.		Board.		Committee.		Total Board and Committee.	
Actual.	Possible.	Actual.	Possible.	Actual.	Possible.	Actual.	Possible.	Actual.	Possible.
73	78	111	118	31	32	60	64	91	96
41	41	81	81	31	32	31	32	62	64
114	119	192	199	62	64	91	96	153	160
54	60	94	100	32	32	39	48	71	80
31	40	62	80	26	32	26	33	52	65
85	100	156	180	58	64	65	81	123	145
28	41	57	81	26	32	25	32	51	64
60	76	92	116	30	32	52	60	82	92
88	117	149	197	56	64	77	92	133	156
12	39	25	79	9	32	9	31	18	63
24	39	49	79	18	32	20	33	38	65
23	39	48	69	26	32	21	31	47	63
40	40	80	80	32	32	35	35	67	67
38	40	77	80	31	32	31	33	62	65
27	39	58	79	21	32	17	31	38	63
38	43	73	83	27	32	29	34	56	66
51	64	88	104	30	32	46	53	76	85
72	84	107	124	31	32	67	72	98	104
25	57	61	97	26	32	15	44	41	76
39	43	75	83	25	32	26	34	51	66
22	39	47	79	11	32	11	31	22	63
15	25	38	65	27	32	22	23	49	55
24	44	50	84	23	32	15	21	38	53
10	30	37	70	21	32	6	16	27	48
135	238	308	478	133	192	95	169	228	361

Appendix.

5th Day. No. 5—continued.

5. A RETURN of the Attendances at Board and Committee Meetings of the Conservators

NAMES OF CONSERVATORS.	Representing	Board.	
		Actual.	Possible.
Alderman Sir R. Hanson, Bart.	Corporation of London	35	40
Alderman Sir W. Wilkin, K.C.M.G.	,, ,,	27	40
F. Cox, Esq. (to 31st December 1899)	,, ,,	39	40
A. Brookman, Esq. (from 12th Feb. 1900)	,, ,,	—	—
E. E. Ashby, Esq.	,, ,,	40	40
G. Pepler, Esq.	,, ,,	39	40
W. H. Pannell, Esq.	,, ,,	30	40
	6 Conservators	210	240
W. W. Glenny, Esq.	Essex County Council — 1 Conservator	40	40
C. Skelton, Esq.	West Ham County Borough — 1 Conservator	38	40
A. R. Rayden, Esq. (disqualified 15th Aug., 1900).	Kent County Council — 1 Conservator	22	40
F. Tendron, Esq.	Metropolitan Water Companies — 1 Conservator	36	40
G. B. Paul, Esq.	Shipowners	40	40
C. F. Cory-Wright, Esq.	,,	23	40
T. L. Devitt, Esq.	,,	27	40
	3 Conservators	90	120
R. Grey, Esq.	Owners of sailing barges, lighters and steam tugs	34	40
S. Williams, Esq. (to 29th May 1899)	,, ,, ,, ,,	—	20
W. V. Williams, Esq. (from 19th June 1899).	,, ,, ,, ,,	17	18
	2 Conservators	51	78
S. E. Bates, Esq.	Dockowners — 1 Conservator	39	40
A. F. Elmslie, Esq.	Wharngers — 1 Conservator	36	40

of the River Thames, for the Year 1899 and to 31st October 1900—*continued.*

1899.				1900 (to 31st October).					
Committee.		Total Board and Committee.		Board.		Committee.		Total Board and Committee.	
Actual.	Possible.	Actual.	Possible.	Actual.	Possible.	Actual.	Possible.	Actual.	Possible.
29	46	64	86	26	32	23	38	49	70
25	76	52	116	15	32	13	60	28	92
55	60	94	100	—	—	—	—	—	—
—	—	—		25	27	12	15	37	42
65	76	105	116	32	32	53	60	85	92
38	39	77	79	30	32	29	31	59	63
28	39	58	79	30	32	27	31	57	63
240	336	450	576	158	187	157	235	315	422
74	78	114	118	32	32	59	64	91	96
56	76	94	116	29	32	38	60	67	92
12	43	34	83	1	28	—	29	1	57
31	40	67	80	29	32	28	34	57	66
45	83	85	123	32	32	39	40	71	72
7	41	30	81	26	32	3	32	29	64
26	76	53	116	25	32	25	60	50	92
78	200	168	320	83	96	67	132	150	228
41	64	75	104	27	32	37	60	64	92
—	20	—	40	—	—	—	—	—	—
30	35	47	53	31	32	47	60	78	92
71	119	122	197	58	64	84	120	142	184
26	41	65	81	29	32	24	34	53	66
5	56	87	96	29	32	37	45	66	77

6. STATEMENT showing the NUMBER of LICENCES GRANTED by the THAMES CONSERVANCY for all ACCOMMODATIONS BELOW TEDDINGTON for the Years 1895 to 1899, inclusive.

(*Handed in by Mr. C. J. More on the Fifth Day, See Question 1683.*)

Nature of Accommodation	1895.		1896.		1897.		1898.		1899.		Totals.		
	Above London Bridge.	Below London Bridge.	Above London Bridge.	Below London Bridge.	Above London Bridge.	Below London Bridge.	Above London Bridge.	Below London Bridge.	Above London Bridge.	Below London Bridge.	Above London Bridge.	Below London Bridge.	Total.
Embankments	7	6	9	12	3	9	9	21	4	13	32	61	93
Platforms and Jetties	4	5	8	8	6	26	6	26	13	20	37	85	122
Campsheds	3	—	—	3	4	3	3	2	5	4	15	12	27
Piles	5	1	7	5	5	6	7	4	17	5	41	21	62
Moorings	7	2	2	5	11	17	18	10	11	12	49	46	95
Miscellaneous	8	6	13	11	22	7	13	13	22	19	78	56	134
	34	20	39	44	51	68	56	76	72	73	252	281	533
	54		83		119		132		145		533		

Appendix.
5th Day, No. 7.

7. An ACCOUNT of the RECEIPTS and EXPENDITURE of the THAMES CONSERVANCY for the Years 1894 to 1899 inclusive: (*a*) below TEDDINGTON LOCK; (*b*) from TEDDINGTON LOCK to STAINES; and (*c*) SUMMARY.

(*Handed in by Mr. C. J. More on the Fifth Day. See Question 1686.*)

(*a*) Below Teddington Lock.

	1894.	1895.	1896.	1897.	1898.	1899.	TOTAL.
RECEIPTS:	£.	£.	£.	£.	£.	£.	£.
River Tonnage Dues	48,861	49,342	52,837	54,436	55,818	55,729	317,023
Rents for Accommodations	7,063	7,860	7,965	8,882	9,095	10,075	50,940
Tolls	4,656	4,954	5,018	5,231	5,087	5,382	30,328
Pier Dues	4,386	3,879	6,159	5,526	5,759	5,101	30,810
Dredging Licenses	927	718	1,038	1,051	1,329	1,397	6,460
Canal Companies	1,350	1,050	1,275	1,050	1,050	1,050	6,825
Dividends on Investments	1,184	1,048	813	810	810	1,037	5,702
Miscellaneous	670	786	795	1,506	1,484	1,145	6,386
£.	69,097	69,637	75,900	78,492	80,432	80,916	454,474
EXPENDITURE:							
Establishment and Office Expenses.	9,764	8,194	7,856	8,606	8,731	8,816	51,967
Harbour Service	7,709	7,777	8,156	8,037	7,485	7,590	46,754
Inspection of River	640	626	670	690	700	663	3,989
Collection of Dues and Tolls	1,411	1,993	1,966	2,085	2,026	2,060	11,541
Mooring Service	Includes wrecks 8,834	8,449	6,389	5,165	4,574	7,089	40,500
Surveys	—	145	415	666	1,057	1,322	3,605
Interest on loans and Management charges.	3,315	3,996	3,114	3,109	3,109	3,109	19,752
Sinking Fund	—	1,198	1,026	1,026	1,026	1,026	5,302
Piers	8,772	6,142	9,545	6,994	11,630	10,327	53,410
Dredging	10,400	10,268	13,827	10,912	13,499	24,968	83,874
Towpaths and Banks and Richmond Footbridge, &c.	2,555	2,924	2,814	3,957	3,344	2,824	18,418
Pensions and Allowances	1,912	1,893	1,976	1,746	1,760	2,352	11,639
Law and Parliamentary Expenses.	8,974	1,142	1,177	1,292	1,463	1,531	15,579
Lower Thames Navigation Commission.	—	3,372	1,240	—	—	—	4,612
Conservators' fees	2,136	2,136	2,136	2,136	2,136	2,136	12,816
Sinking Fund for renewal of Craft and Office.	—	53	559	546	547	545	2,250
Miscellaneous	1,673	2,431	1,960	2,133	3,161	2,227	13,585
£.	68,095	62,739	64,826	59,100	66,248	78,585	399,593

(*b*) Teddington Lock to Staines.

	1894.	1895.	1896.	1897.	1898.	1899.	TOTAL.
RECEIPTS:	£.	£.	£.	£.	£.	£.	£.
Tolls	5,370	5,105	6,120	5,930	6,950	6,555	36,030
Water Companies	1,450	2,450	2,450	2,450	2,450	2,450	13,700
Registration, &c. fees	612	532	562	635	605	538	3,484
Rents	520	493	429	665	758	523	3,388
Dredging Licenses	38	70	49	126	241	331	855
Miscellaneous	7	18	18	18	18	18	97
£.	7,997	8,668	9,628	9,824	11,022	10,415	57,554
EXPENDITURE:							
Establishment and Office Expenses.	1,207	1,013	971	1,064	1,079	1,089	6,423
Lockkeeper's Wages	846	734	871	823	878	879	5,031
Inspection of River	290	307	357	350	417	430	2,151
River Purification	852	2,165	2,169	2,215	2,252	2,358	12,011
Dredging	157	458	390	355	127	157	1,644
Locks, Weirs, &c.	2,717	2,521	2,399	2,617	2,095	1,721	14,070
Pensions and Allowances	237	234	244	216	218	291	1,440
Law and Parliamentary Expenses.	1,503	267	599	202	239	447	3,257
Conservators' Fees	264	264	264	264	264	264	1,584
Miscellaneous	191	129	105	374	365	482	1,646
£.	8,264	8,092	8,369	8,480	7,934	8,118	49,257

Appendix.
—3.
5th Day, No. 7—continued.

(c) SUMMARY.

	1894.	1895.	1896.	1897.	1898.	1899.	TOTAL.
RECEIPTS.	£.	£.	£.	£.	£.	£.	£.
Below Teddington	69,097	69,637	75,900	78,492	80,432	80,916	454,474
Teddington to Staines	7,997	8,668	9,628	9,824	11,022	10,415	57,554
£.	77,094	78,305	85,528	88,316	91,454	91,331	512,028
EXPENDITURE.							
Below Teddington	68,095	62,739	64,826	59,100	66,248	78,585	399,593
Teddington to Staines	8,264	8,092	8,369	8,480	7,934	8,118	49,257
£.	76,359	70,831	73,195	67,580	74,182	86,703	448,859
Add,—Expenditure on Richmond Footbridge, &c. Works, imposed upon the Conservators by special Act of Parliament	9,616	1,287	750	—	—	—	11,653
£.	85,975	72,118	73,945	67,580	74,182	86,703	460,503

TOTALS:—

	£.
Receipts	512,028
Expenditure	460,503
Surplus appropriated	£. 51,525

8. TABLE showing the LEVELS of SILLS at ENTRANCES of DOCKS on the RIVER THAMES.

Appendix.
5th Day, No. 8.

(Handed in by Mr. C. J. More on the Fifth Day. See Question 1693.)

Distance below London Bridge. M. F. C.	Name of Entrance.	Name of Dock Owner.	Level of Sill below Trinity High Water. Ft. in.	Admiralty Low Water below T.H.W. Ft. in.	Depth on Sill at Admiralty Low Water. Ft. in.	Depth of Water in Proposed Channel. Ft. in.
	NORTH SIDE.					
0 5 3	St. Katharine	London and India Docks Joint Committee.	27 10	21 4	6 6	12 0 of water over Thames Tunnel.
0 6 9	*Hermitage	- - ditto - ditto - -	19 11	- do. -	—	
1 1 0	Wapping	- - ditto - ditto - -	22 11	- do. -	1 7	
1 7 1	Shadwell, Upper	- - ditto - ditto - -	25 4	- do. -	4 0	18 0
1 7 5	Shadwell, Lower	- - ditto - ditto - -	28 0	- do. -	6 8	- do. -
2 3 0	Regents Dock	Regents Canal Company -	28 10	- do. -	7 6	- do. -
2 5 8	West India, Limehouse	- London and India Docks Joint Committee.	21 8	- do. -	0 4	- do. -
2 7 1	South-West India, Limehouse	- - ditto - ditto - -	23 6	- do. -	2 2	- do. -
3 4 3	Millwall	- Millwall Dock Company -	27 7	- do. -	6 3	- do. -
6 0 9	†South-West India, Blackwall	London and India Docks Joint Committee.	26 11	- do. -	5 7	- do. -
6 2 3	West India, Blackwall	- - ditto - ditto - -	30 0	- do. -	8 8	- do. -
6 5 3	East India, Upper	- - ditto - ditto - -	24 7	- do. -	3 3	- do. -
6 5 8	East India, Lower	- - ditto - ditto - -	31 1	- do. -	9 9	- do. -
7 0 3	Royal Victoria	- - ditto - ditto - -	28 0	- do. -	6 8	- do. -
10 4 1	Royal Albert, Upper	- - ditto - ditto - -	30 0	- do. -	8 8	22 0
10 4 8	Royal Albert, Lower	- - ditto - ditto - -	36 0	- do. -	14 8	- do. -
25 7 4	Tilbury	- - ditto - ditto - -	44 0	20 9	23 3	26 0
	SOUTH SIDE.					
1 6 7	Grand Surrey	- Surrey Commercial Dock Company.	27 3	21 4	5 11	18 0
2 3 7	Lavender	- - ditto - ditto - -	18 5	- do. -	—	- do. -
3 3 2	‡Greenland	- - ditto - ditto - -	36 0	- do. -	14 8	- do. -
3 4 2	South Dock	- - ditto - ditto - -	26 8	do. -	5 4	- do. -

* Now closed.
† Being deepened to 29 ft. below T. H. W.
‡ Being reconstructed to 36 ft. below T. H. W.

Appendix.

5th Day, Nos. 9 and 10.

9. A SCHEDULE of the ACTS OF PARLIAMENT relating to the GRAND SURREY DOCK AND CANAL COMPANY, the COMMERCIAL DOCK COMPANY, and the SURREY COMMERCIAL DOCK COMPANY.

(Handed in by Mr. W. F. Malcolm on the Fifth Day. See Question 1739.)

(*a*) THE GRAND SURREY DOCK AND CANAL COMPANY.

1801.	41 Geo. III. c. 31	G. S. C. Co
1807.	47 Geo. III. c. 80	G. S. C. Co.
1808	48 Geo. III. c. 99	G. S. C. Co.
1811.	51 Geo. III. c. 170	G. S. C. Co.
1855.	18 & 19 Vict. c. 134	G. S. D. & C. Co.
1860.	23 Vict. c. 74	G. S. D. & C. Co.

(*b*) THE COMMERCIAL DOCK COMPANY.

1810.	50 Geo. III. c. 207	Commercial Docks.
1811.	51 Geo. III. c. 66	Commercial Docks.
1811.	51 Geo. III. c. 171	East Country Dock.
1817.	57 Geo. III. c. 62	Commercial Docks.
1825.	6 Geo. IV. c. 64	East Country Dock.
1851.	14 & 15 Vict. c. 43.	Commercial Docks.
1859.	22 Vict. c. 30	Commercial Docks.
1860.	23 Vict. c. 39	Commercial Docks.

(*c*) THE SURREY COMMERCIAL DOCK COMPANY.

1864. 27 Vict. c. 31. "The Surrey Commercial Dock Act, 1864."

An Act for amalgamating the undertakings of the Commercial Dock Company and of the Grand Surrey Docks and Canal Company; for consolidating and amending their Acts; and for other purposes.

1894. 57 & 58 Vict. c. 67. "The Surrey Commercial Dock Act, 1894."

An Act to authorise the Surrey Commercial Dock Company to alter and extend their works, to raise further capital, and for other purposes.

1899. 62 Vict. c. 18. "The Surrey Commercial Dock Act, 1899."

An Act to extend the time for the compulsory purchase of lands authorised to be acquired by the Surrey Commercial Dock Company, and for other purposes.

10. STATEMENT of the ACCOMMODATION AFFORDED by the SURREY COMMERCIAL DOCKS, giving PARTICULARS of the DOCKS, LOCKS, TIMBER PONDS, WAREHOUSES, SHEDS, &c.

(Handed in by Mr. W. F. Malcolm on the Fifth Day. See Question 1739.)

	A. R. P.	A. R. P.
TOTAL LAND AREA	- - -	217 2 31
AREA OF DEEP WATER—(*i.e.*, from 19 ft. to 31 ft. 6 in. in depth below T.H.W. standard):—		
In docks	85 1 35	
In entrance locks and communication passages	3 1 8	
Total deep water area	- - -	88 3 3
AREA OF SHALLOW WATER—(*i.e.*, less than 19 ft. in depth):—		
In timber ponds	62 3 27	
In communication passages	0 2 27	
Total shallow water area	- - -	63 2 14
Total water area	- - -	152 1 17
Total area, land and water	- - -	370 0 8

This Statement excludes the Canal premises and other property of the Company, having an area of 81 acres in addition to the above.

Deep Water Docks

(From 19 ft. to 31 ft. 6 in. in depth with reference to T.H.W. standard).

	A.	R.	P.	A.	R.	P.
Acorn Pond (deep water opposite sheds)	2	2	23¾			
„ ship channel						
Albion Dock	11	2	22¾			
Canada Dock	15	3	8¾			
Greenland Dock (Section 1 of the new dock now in course of construction)	8	3	2			
Island Dock, including passage between Island Dock and Russia Dock	3	2	2¾			
Lady Dock	8	2	26			
Lavender (ship channel)	3	1	13½			
Norway Dock	3	2	37½			
Russia Dock	13	3	27¾			
South Dock	5	2	37½			
Stave Dock (up to communication passage only)	4	3	30			
Surrey Basin	2	3	3¾			
Total in docks				85	1	35
Locks and communication passages				3	1	8
Total deep water area				88	3	3

Locks.

	Ft.	in.
Surrey Lock :—		
Length of Lock	250	0
Width of Lock	50	0
Depth of water over sill at ordinary spring tides	27	3
„ „ „ „ neap tides	23	3
South Lock :—		
Length of Lock	220	0
Width of Lock	48	0
Depth of water over sill at ordinary spring tides	27	0
„ „ „ „ neap tides	23	0
Lavender Lock :—		
Length of Lock	320	0
Width of Lock	34	0
Depth of water over sill at ordinary spring tides	18	6
„ „ „ „ neap tides	14	6

Note.—The Old Greenland Lock is closed pending the completion of the new entrance now being constructed on its site. The former lock was 209 ft. in length, 42 ft. 6 in. in breadth, with a depth of water on the sill at spring tides of 18 ft. 6 in. The new lock will be 550 ft. in length, 80 ft. in breadth, and will have a depth of water on the sill 33 ft. below Trinity High Water Standard.

	Miles.
Length of Quays	5·36
„ Roads	7·9
„ Alleys in Yards and Sheds	16·8

Appendix

6th Day, No. 10—continued.

Timber Ponds for the Storage of Floated Timber.

Shallow Water (*i.e.*, less than 19 ft. in depth).

	A. R. P.	A R. P.
Acorn Pond	11 3 3¼	
Centre Pond	11 2 7½	
Canada Pond	6 1 11½	
Globe Pond	5 1 6	
Quebec Pond	10 1 24½	
Lavender Pond	17 1 24¼	
Total in Ponds		62 3 27
Locks, communication passages, &c.		0 2 27
Total shallow water area		63 2 14

Note.—These Ponds are an important feature in the Company's business, as they provide the only accommodation in the Port for the storage of floated timber.

Sheds for the Storage of Wood Goods.

	No. of Sheds.	A. R. P.	* Standards.
Acorn Yard, 1–6	6	2 2 17	3,300
Baltic Yard, A–I	9	3 1 25	4,248
Canada Yard (North), 1–7	7	2 1 15	3,500
„ (South), A–G	7	2 1 24	3,500
Centre Yard, 1–7	7	2 2 0	3,760
„ (South), 8–14	7	2 3 9	4,000
Commercial Sheds, 1–6	6	1 1 13	2,000
Island Sheds (A–F) (2–31)	36	4 0 7	4,800
Lavender Yard, 1–6	6	0 2 15	500
„ 7–13	7	0 3 33	600
Lower Quebec Yard Gantry Sheds, 1–4	4	1 0 31	1,750
Lower Quebec Yard, 1–19	19	3 0 0	3,800
Upper Quebec Yard, A–K	11	1 2 26	2,200
„ „ L–S	8	2 1 23	3,600
Railway Yard, 5–25	21	1 2 37	2,500
„ A–M	13	1 2 23	2,500
Russia Yard (North), A–K	11	1 2 28	2,200
„ „ L–S	8	3 2 20	4,960
„ (South), 1–7	7	2 0 22	2,450
„ „ 8–15	8	2 1 29	2,800
Stave Yard, 1–11	11	1 2 25	2,200
Swedish Yard Gantry	1	0 0 30	333
Swedish Yard	1	0 0 22	
	221	46 1 34	61,501
Baltic Gantry (not covered)		0 3 33	1,212

* *Note.*—A Petersburgh Standard is equal to 165 cubic feet, or 3·3 loads.

GRAIN WAREHOUSES.

	Capacity in Quarters.
SITUATE ON THE NORTH SIDE OF THE GREENLAND DOCK—	
Warehouse No. 4	35,000
„ „ 5	19,000
„ „ 6	28,000
SITUATE ON THE NORTH SIDE OF THE SOUTH DOCK—	
Warehouse No. 2	60,000
„ „ 15	13,000
„ „ 7	60,000
„ "F"	8,000
SITUATE ON THE SOUTH SIDE OF THE SOUTH DOCK—	
Warehouse No. 1	28,000
„ „ 3	20,000
TOTAL	271,000

Four of these warehouses are equipped with machinery for handling the grain, particulars of which are as follows :—

WAREHOUSES SITUATE ON THE NORTH SIDE OF THE SOUTH DOCK.

No. 2 Warehouse contains a ground floor and five floors above. The area of the ground floor is 34,600 square feet, and each of the five floors above 36,600 square feet, giving a total floor area of 217,600 square feet.

No. 7 Warehouse contains a ground floor and six floors above. The area of the ground floor is 31,000 superficial feet, and each of the floors above 31,250 superficial feet, giving a total area of 218,500 superficial feet.

These warehouses are equipped with portable hydraulic cranes on the dock quays for the discharge of cargoes from vessels alongside and delivery into the granaries. The cranes are fitted with Priestman's self-filling and self-discharging buckets, and it is found that under favourable circumstances 120 lifts per hour can be made by each crane, the labour of filling and emptying the buckets being dispensed with. The grain is lifted out of the vessel by the buckets, and delivered into portable hoppers, which travel on rails outside the buildings, and from the hoppers it is passed on to weighing machines which weigh two tons at a time. As the grain leaves the weighing machine it is taken up and handled by a complete system of band machinery, by which it is distributed to any part of any one of the different floors in the granaries as may be desired.

WAREHOUSES SITUATE ON THE SOUTH SIDE OF THE SOUTH DOCK.

No. 1 Warehouse contains a basement, ground floor, and four floors above. The basement area is 11,000 superficial feet, and the ground and four upper floors have each an area of 18,500 superficial feet, giving a total floor area of 103,500 superficial feet.

No. 3 Warehouse contains two floors only, the ground and first floor, each with a superficial area of 30,000 feet, or a total floor area of 60,000 superficial feet.

Warehouse No. 3 is equipped in a somewhat similar manner with respect to the appliances for the discharge of cargoes, and Granary No. 1 is connected by band machinery with this last building, and by means of its own elevator and distributing bands in the roof is able to deal with the grain in the same way as in Nos. 2 and 7.

Appendix.

5th Day, Nos. 11 and 12

11. TABLE showing the TONNAGE of VESSELS of various Classes (excluding LIGHT VESSELS) received into the SURREY COMMERCIAL DOCKS from 1865 to 1880.

(Handed in by Mr. W. F. Malcolm on the Fifth Day. See Question 1739.)

YEAR.	Number of Ships.	Wood.	Firewood.	Grain and Seed.	Coals.	Sundry.	Total Tonnage (Net Register).
1865	2,340	527,426	54,759	114,735	32,193	15,427	744,540
1866	2,563	506,813	52,502	178,244	35,516	24,810	797,885
1867	2,416	447,094	48,908	179,778	38,411	26,784	740,975
1868	2,337	507,816	59,737	108,328	38,969	22,493	737,343
1869	2,204	417,282	44,725	165,982	40,157	18,045	686,191
1870	1,923	440,679	47,663	115,804	43,059	17,756	664,961
1871	1,893	436,451	49,937	157,863	35,790	20,652	700,693
1872	2,148	452,778	42,882	169,448	32,613	28,735	726,456
1873	1,984	531,076	46,400	131,812	29,310	18,077	756,675
1874	1,895	521,020	49,505	118,313	38,517	18,850	746,205
1875	1,866	490,646	43,609	140,197	43,138	19,484	737,074
1876	2,011	599,518	57,882	142,835	46,105	20,553	866,893
1877	2,184	674,381	40,556	158,462	50,965	20,104	944,468
1878	2,008	541,913	56,843	182,572	52,542	23,335	857,205
1879	1,943	612,549	52,310	169,371	58,469	18,336	911,035
1880	2,062	651,871	39,068	174,574	67,218	18,707	951,438

12. TABLE showing the TONNAGE of VESSELS of various Classes (excluding LIGHT VESSELS) received into the SURREY COMMERCIAL DOCKS from 1881 to 1899.

(Handed in by Mr. W. F. Malcolm on the Fifth Day. See Question 1739.)

YEAR.	Number of Ships.	Wood.	Firewood.	Grain and Seed.	Coals.	Sundry.	Total Tonnage (Net Register).
1881	1,937	616,155	51,578	168,186	69,721	20,286	925,926
1882	1,832	569,762	56,342	216,222	80,170	24,724	947,220
1883	1,840	594,792	54,193	242,148	86,015	31,153	1,008,301
1884	1,831	562,937	61,007	201,683	81,998	33,729	941,354
1885	1,684	543,779	67,718	178,681	82,896	37,385	910,459
1886	1,425	417,094	67,765	204,877	86,155	33,794	809,685
1887	1,369	322,398	68,887	208,119	93,306	33,614	726,324
1888	1,436	384,065	64,992	295,832	83,508	33,308	861,705
1889	1,503	487,340	84,322	240,631	91,225	38,309	941,827
1890	1,462	551,942	78,612	217,972	90,813	41,115	980,454
1891	1,419	434,861	89,973	247,503	90,661	39,981	902,979
1892	1,450	529,243	90,821	171,682	90,341	63,800	945,887
1893	1,340	456,081	58,513	225,677	79,206	76,661	896,138
1894	1,436	526,772	79,285	261,860	81,044	70,584	1,019,545
1895	1,354	508,286	67,860	237,390	89,583	51,588	954,707
1896	1,438	559,551	79,177	192,511	99,253	61,289	991,781
1897	1,315	644,491	71,438	111,059	99,250	59,261	985,499
1898	1,316	594,841	81,671	62,434	106,264	53,352	898,562
1899	1,274	555,741	72,788	103,284	112,292	63,242	907,347

13. TABLE showing the NUMBER and TONNAGE of VESSELS WOOD LADEN entering the PORT of LONDON and the SURREY COMMERCIAL DOCKS from 1880 to 1899 (exclusive of VESSELS from the EAST and WEST INDIES), showing the PROPORTION of the WOOD TONNAGE entering the SURREY COMMERCIAL DOCKS.

(*Handed in by Mr. W. F. Malcolm on the Fifth Day. See Question 1739.*)

YEAR.	INTO PORT OF LONDON.		INTO S. C. DOCKS.		Percentage of S. C. D. Tonnage to Tonnage into London.
	Number of Vessels.	Tonnage. Net Register.	Number of Vessels.	Tonnage. Net Register.	
1880	1,562	781,930	1,248	651,871	83·0
1881	1,353	726,518	1,113	616,155	84·8
1882	1,235	692,237	955	569,762	82·0
1883	1,239	724,904	973	594,792	82·0
1884	1,205	702,504	918	562,937	80·0
1885	1,092	687,000	849	543,779	79·0
1886	905	578,824	628	417,094	72·0
1887	837	477,834	544	322,398	67·5
1888	961	615,519	597	384,065	62·4
1889	1,015	652,612	679	487,340	74·6
1890	1,000	705,397	714	551,942	78·2
1891	834	559,532	590	434,861	77·7
1892	935	668,760	676	529,243	79·1
1893	774	557,475	580	456,081	81·8
1894	862	630,872	658	526,772	83·5
1895	814	601,433	622	508,286	84 5
1896	908	689,524	678	559,551	81·1
1897	937	788,160	725	644,491	81·7
1898	983	746,408	730	594,841	79·6
1899	885	740,545	649	555,741	75·0

14. TABLE showing the PERCENTAGE of SAWN WOOD GOODS landed in SURREY COMMERCIAL DOCKS to TOTAL IMPORT into LONDON.

(*Handed in by Mr. W. F. Malcolm on the Fifth Day. See Question 1739.*)

YEAR.	Total Import into London.	Landed in Surrey Commercial Docks.		Percentage of S. C. D. to Total Import.
	Pieces.	Pieces.	Standards.	
1890	34,240,000	26,255,253	213,792	76·68
1891	30,666,000	23,285,883	164,311	75·93
1892	31,862,000	24,483,602	183.357	77·00
1893	32,066,000	23,113,339	158,120	72·08
1894	39,748,000	27,031,336	180,129	68·00
1895	38,244,000	24,230,529	162,555	63·36
1896	46,711,000	29,047,645	187,596	62·50
1897	54,266,000	33,325,600	214,321	61·41
1898	58,531,000	33,829,160	208,149	57·85
1899	57,204,000	30,986,478	181,196	54·17

Appendix
5th Day,
Nos 15 and 16.

15. TABLE showing the QUANTITIES of SAWN WOOD GOODS delivered direct from Ship to Craft from 1890 to 1899, and the PERCENTAGE of these QUANTITIES to the TOTAL QUANTITY of these GOODS received into the SURREY COMMERCIAL DOCKS.

(*Handed in by Mr. W. F. Malcolm on the Fifth Day. See Question 1739.*)

YEAR.	Sawn Goods Landed.	Delivered Overside.	Percentage of Overside Deliveries to Landed.	Total Landed and Overside.	Percentage of Overside Deliveries to Total Landed and Overside.
	Standards.	Standards.		Standards.	
1890 - - - - -	213,792	49,900	23	263,692	18·92
1891 - - - - -	164,311	43,311	26	207,622	20·86
1892 - - - - -	183,357	56,420	30	239,777	24·00
1893 - - - - -	158,120	59,221	37	217,341	27·25
1894 - - - - -	180,129	74,438	41	254,567	29·24
1895 - - - - -	162,555	80,759	49	243,314	33·19
1896 - - - - -	187,596	102,784	55	290,380	35·40
1897 - - - - -	214,321	115,928	54	330,249	35·11
1898 - - - - -	208,149	114,613	55	322,762	35·51
1899 - - - - -	181,196	123,759	68	304,955	40·58

16. TABLE showing the NUMBER and TONNAGE of SAILING VESSELS and STEAMERS WOOD LADEN that entered the SURREY COMMERCIAL DOCKS from 1870 to 1899, showing the INCREASE in the NUMBER and TONNAGE of STEAMERS during those Years.

(*Handed in by Mr. W. F. Malcolm on the Fifth Day. See Question 1739.*)

YEAR.	SAILING VESSELS.		STEAMERS.		Percentage of Steam and Sailing Tonnage to Total.	
	Number of Vessels.	Tonnage. Net Register.	Number of Vessels.	Tonnage. Net Register.	Sailing.	Steam.
1870 - - - - -	1,023	440,679	Nil.	Nil.	—	—
1875 - - - - -	958	443,217	67	47,429	90·4	9·6
1880 - - - - -	964	457,124	284	194,747	70·2	29·8
1881 - - - - -	773	369,264	340	246,891	60·0	40·0
1882 - - - - -	632	310,868	323	258,894	54·6	45·4
1883 - - - - -	595	297,955	378	296,837	50·1	49·9
1884 - - - - -	477	230,496	441	332,441	41·0	59·0
1885 - - - - -	406	204,960	443	338,819	37·7	62·3
1886 - - - - -	247	136,589	381	280,505	32·8	67·2
1887 - - - - -	232	100,492	312	221,906	31·2	68·8
1888 - - - - -	222	105,586	375	278,479	27·5	72·5
1889 - - - - -	234	125,696	445	361,644	25·8	74·2
1890 - - - - -	261	161,964	453	389,978	29·4	70·6
1891 - - - - -	289	109,163	301	325,698	25·1	74·9
1892 - - - -	236	147,927	440	381,316	28·0	72·0
1893 - - - - -	171	115,635	409	340,446	25·4	74·6
1894 - - - - -	161	99,907	497	426,865	19·0	81·0
1895 - - - - -	132	84,078	490	424,208	16·6	83·4
1896 - - - - -	137	83 718	541	475,833	15·0	85·0
1897 - - - - -	146	90,260	579	554,231	14·1	85·9
1898 - - - - -	158	92,779	572	502,062	15·6	84·4
1899 - - - - -	137	90,055	512	465,686	16·3	83·7

Appendix
5th Day,
Nos. 17 and 18.

17. TABLE showing the NUMBER and TONNAGE of SAILING VESSELS and STEAMERS GRAIN LADEN that entered the SURREY COMMERCIAL DOCKS from 1870 to 1899, showing the INCREASE in the NUMBER and TONNAGE of STEAMERS during those Years.

(*Handed in by Mr. W. F. Malcolm on the Fifth Day See Question 1739.*)

YEAR.	SAILING VESSELS.		STEAMERS.		Percentage of Steam and Sailing Tonnage to Total.	
	Number of Vessels.	Tonnage. Net Register.	Number of Vessels.	Tonnage. Net Register.	Sailing.	Steam.
1870	493	113,234	Nil.	Nil.	—	—
1875	424	84,382	79	55,815	60·2	39·8
1880	324	91,680	123	82,894	52·5	47·5
1881	278	65,528	156	102,658	39·0	61·0
1882	221	43,303	236	172,919	20·1	79·9
1883	166	12,061	297	230,087	5·0	95·0
1884	191	20,358	241	181,325	10·1	89·9
1885	117	13,874	229	164,807	7·8	92·2
1886	82	11,718	268	193,159	5·8	94·2
1887	64	9,504	275	198,615	4·6	95·4
1888	49	6,157	355	289,675	2·1	97·9
1889	45	4,615	287	236,016	2·0	98·0
1890	15	5,593	257	217,972	2·5	97·5
1891	28	4,011	302	243,504	1·6	98·4
1892	27	5,702	181	165,980	3·4	96·6
1893	41	4,569	254	221,108	2·1	97·9
1894	37	8,628	239	253,232	3·3	96·7
1895	15	3,715	242	233,675	1·6	98·4
1896	11	3,419	183	189,092	1·8	98·2
1897	1	100	95	110,959	0·1	99·9
1898	1	122	54	62,312	0·2	99·8
1899	15	11,271	89	92,013	11·0	89·0

18. TABLE showing the INCREASE in the TONNAGE of STEAMERS that entered the SURREY COMMERCIAL DOCKS from 1880 to 1899.

(*Handed in by Mr. W. F. Malcolm on the Fifth Day. See Question 1739.*)

YEAR.	1,000 Tons and below 1,500 Tons.	1,500 Tons and below 2,000 Tons.	2,000 Tons and upwards.
1880	28	—	—
1885	111	7	—
1890	167	30	2
1895	168	66	10
1899	174	57	16

Appendix.
6th Day, No. 19.

19. A SCHEDULE of the WORKS carried out by the SURREY COMMERCIAL DOCKS COMPANY from 1864 to the end of 1899, charged to CAPITAL ACCOUNT, excluding the DOCK EXTENSION WORKS now in course of construction.

(Handed in by Mr. W. F. Malcolm on the Fifth Day. See Question 1742.)

		£.
1867	Communication Cut and Gates	23,766
1865—70	Extension Works	20,271
1867	Wharfing, Russia Dock	8,308
1867	Acorn Pond Extension, &c.	6,509
1867	New Offices and Dockmaster's House	3,689
1867	Widening Russia Island Docks	1,279
1870	Lavender Pond.—Lay bye	2,327
1870—71	Commercial Basin.—Lay bye, &c.	4,482
1866—70	Engineering and other Charges in respect of Works	3,950
1871—79	CANADA DOCK	105,060
	WAREHOUSES :—	
1872—74	New Warehouse No. 1	25,224
1872—74	Warehouses Nos. 4 & 5.—Extension	2,632
1877—80	Warehouse No. 2.—South Dock and Machinery	71,181
1884—87	Warehouse No. 7	52,536
1872—8	Band Machinery in Warehouses	3,886
	SHEDS :—	
1867—69	Island and Baltic	11,268
1869—73	Commercial Yard	20,705
1885—86	Baltic Yard, &c.	9,020
1887	Canada Yard	8,736
1898	Acorn and Upper Quebec Yards	23,974
1899	Lower Quebec Yard, &c.	922
1877—78	Baltic Gantry.—Cranes and Machinery	7,505
1883—84	New Hydraulic Engine House.—Steel Yard	13,151
1874—79	Greenland Lock.—Hydraulic Machinery and Gates	9,185
1875—77	Coal Jetty	13,900
1878—79	Graving Dock for Barges	1,885
1883—86	Ship Channel.—Lavender and Acorn Ponds	14,028
1887—88	New Trade Offices	2,767
1898	Wharfing Quebec Yard	3,965
	Widening Russia Island Docks	3,313
1884—99	Sundry Works.—Wharfing Offices, Houses, &c.	4,563
1898	New Tug	931
	TOTAL £.	484,918

Appendix.

6th Day, Nos. 1 and 2

SIXTH DAY.

1. TABLE giving PARTICULARS of the different DOCKS of the SURREY COMMERCIAL DOCK COMPANY.

(Handed in by Mr. J. S. Gaskell on the Sixth Day. See Question 1870.)

Name of Dock.	Length.	Average width.	Depth of water below T.H.W.	Area.	Quayage.
	Feet.	Feet.	Feet.	Acres.	Feet.
Surrey Basin	555 and 490	315	27	2¾	1,205
Albion Dock	1,180	390	27	11½	3,175
Canada Dock	1,500	460	27	15¾	3,437
New Greenland Dock	845	450	31 ft. 6 ins.	8¾	1,898
Island Dock	680	165	21	3½	1,800
Stave Dock	1,030	200	19	5	2,160
Russia Dock	2,480	250	19	14	4,803
Ship Channel	1,530	100	19	3½	1,530
Lady Dock	780	450	19	8¾	2,754
Norway Dock	590	260	19	3¾	1,840
South Dock	800	310	29	5¾	2,140
			TOTAL	83	26,742
Portion of New Greenland Dock now under construction	1,505	370	31 ft. 6 ins.	13½	3,990

2. STATEMENT showing the TOTAL NUMBER of VESSELS in each of the Years from 1895–99 which entered the SURREY COMMERCIAL DOCKS with a draught of 22 feet and upwards, and AVERAGE TONNAGE of such VESSELS.

(Handed in by Mr. J. S. Gaskell on the Sixth Day. See Question 1928.)

No. 1—1895.

Steamers.	Sailing Ships.	Register Tonnage.	Draught.	Steamers.	Sailing Ships.	Register Tonnage.	Draught.
			Ft. in.				Ft. in.
City of Lincoln	—	2,193	25 0	Sicilia	—	1,350	22 4
	K. S. Foyn	2,422	25 0	Anvers	—	1,689	22 3
Glengoil	—	1,915	24 1		Lima	971	22 2
	Undaunted	1,693	24 0		Hovding	1,137	22 1
	K. S. Foyn	2,422	24 0	Regina	—	1,672	22 0
Skerryvore	—	2,200	23 5	John Bright	—	1,781	22 0
	Lady Gladys	1,336	23 3	Adelina Patti	—	1,989	22 0
	Savannah	1,385	23 2	John Saunderson	—	2,089	22 0
Glendower	—	1,650	23 0	Aspatria	—	1,836	22 0
Red Cross	—	1,832	22 11	Bruxelles	—	1 621	22 0
Chollerton	—	1,712	22 9	Critic	—	1,700	22 0
Assaye	—	3,981	22 8	Duke of York	—	1,972	22 0
Frey	—	1,948	22 7		Murtaga	1,003	22 0
	Callixene	1,309	22 6		Erling	1,216	22 0
	Savoia	1,308	22 6		Victory	1,364	22 0
	Inga	1,330	22 6		Chrysolite	1,068	22 0
Adelina Patti	—	1,989	22 5		Terzo	1,015	22 0
Elfborg	—	1,348	22 4				

Average tonnage per ship - - - 1,698

Appendix

6th Day, No. 2—continued.

No. 2—1896.

			Ft.	in.				Ft.	in.
Glengoil	—	1,915	24	6	Daybreak	—	1,904	22	6
Skerryvore	—	2,200	24	0	Abarenda	—	2,009	22	5
	K. S. Foyn	2,422	24	0		Hovding	1,137	22	4
Janeta	—	2,179	23	10	Lavania Westoll	—	2,010	22	4
John Saunderson	—	2,089	23	9	Laughton	—	1,485	22	3
Wistow Hall	—	2,139	23	8	Brookside	—	1,702	22	3
	Everest	1,614	23	6	Springwell	—	1,943	22	3
	Naupactus	1,399	23	6	Aswanly	—	2,293	22	3
Willow Branch	—	2,148	23	6		Victory	1,364	22	2
Bernicia	—	1,654	23	6	Enchantress	—	1,669	22	2
Benridge	—	2,234	23	6	Strathtay	—	2,678	22	1
	Folkvang	1,543	23	3		J. D. Bischoff	1,826	22	0
Linda	—	1,561	23	3		Lydia	1,201	22	0
	Savannah	1,385	23	0		Anglesea	978	22	0
	Hovding	1,137	23	0		Queen of the East	1,135	22	0
	Sally	1,105	23	0		Abyssinian	1,228	22	0
Aldworth	—	2,190	23	0	Lindisfarne	—	1,944	22	0
	J. E. Graham	1,336	22	9	Dartmoor	—	1,844	22	0
Bernicia	—	1,654	22	9	Glenvech	—	2,009	22	0
	Mercator	808	22	8	European	—	1,736	22	0
	Lady Gladys	1,337	22	6	Castlegorth	—	1,673	22	0
	Pandion	1,438	22	6	Hugo	—	1,773	22	0
Linchiden	—	1,764	22	6					

Average tonnage per ship - - - 1,706

No 3—1897.

Steamers.	Sailing Ships.	Register Tonnage.	Draught.		Steamers.	Sailing Ships.	Register Tonnage.	Draught.	
			Ft.	in.				Ft.	in.
Lismore	—	2,277	24	6	Bede	—	2,101	22	6
	K. S. Foyn	2,422	24	6	Madeline	—	1,862	22	6
	K. S. Foyn	2,422	24	6	Anna Moore	—	1,794	22	6
Akaba	—	2,401	23	6		America	1,359	22	6
Oceana	—	2,309	23	6		Erin's Isle	1,645	22	3
Maniton	—	1,646	23	6		Victory	1,364	22	3
Skerryvore	—	2,200	23	0	Hounslow	—	1,799	22	3
Starlight	—	1,915	23	0		Senator	1,407	22	0
Aggi	—	2,129	23	0		Mercator	808	22	0
Starlight	—	1,915	23	0		Hovding	1,137	22	0
Amy	—	1,522	23	0	Fernmoor	—	1,991	22	0
	Folkvang	1,543	23	0	Feronia	—	1,929	22	0
	Andrina	2,541	23	0	Marino	—	3,002	22	0
	Lorenzo	1,168	23	0	Scawfell	—	1,440	22	0
Carlton	—	2,006	22	10	Ranmoor	—	1,394	22	0
Glenmoor	—	1,983	22	6					

Average tonnage per ship - - - 1,853

No. 4—1898.

			Ft.	in.				Ft.	in.
	Columbus	1,722	24	6	Carlton	—	2,005	22	6
	Karoo	1,938	24			Hovding	1,127	22	6
	Belle Vue	1,343	24			Senator	1,407	22	6
	Souverain	1,863	23	6	Saturnina	—	1,826	22	5
Brighton	—	2,274	23	3	Oceano	—	2,310	22	4
	White Rose	1,471	23	3	Strathnairn	—	2,599	22	1
	Lady Gladys	1,278	23	0		Servia	1,309	22	0
	Lady Gladys	1,278	23	0		Erling	1,270	22	0
Magdala	—	2,297	22	11		Victory	1,364	22	0
Blaamenden	—	2,037	22	10		Queen of the East	1,135	22	0
	Parthena	1,357	22	9	Hazelmoor	—	1,979	22	0
Carlton	—	2,005	22	6					

Average tonnage per ship - - - 1,704

No. 5—1899.

			Ft.	in.				Ft.	in.
	Erin's Isle - -	1,645	24	10	Lobelia - -	—	1,913	22	6
	Souverain - -	1,879	24	6	Springwell - -	—	1,943	22	6
Brighton - - -	—	2,274	24	0	Almond Branch -	—	2,191	22	5
Riverton - -	—	2,236	23	9	Fagerli - -	—	1,187	22	5
	Arizona - -	1,229	23	7		Folkvang - -	1,543	22	4
	Hermon - -	1,043	23	6	Highfield - -	—	1,642	22	4
Ailsa Craig - -	—	2,166	23	6	Mobile - -	—	2,183	22	4
Werneth Hall -	—	2,668	23	3		Andrada - -	2,39[illegible]	22	2
	Hermann - -	1,740	23	0	Claverhill - -	—	1,829	22	1
	Lady Gladys -	1,278	23	0		Arvilla - -	998	22	0
Carlton - -	—	2,005	23	0		Yarkand - - -	1,315	22	0
Morven - -	—	2,360	23	0		Erling - -	1,216	22	0
Starlight - -	—	1,916	22	9		Victory - -	1,364	22	0
	Hovding - -	1,137	22	6		Erling - - -	1,216	22	0
	Dharwar - -	1,270	22	6	Lucerne - -	—	1,227	22	0

Average tonnage per ship - - - 1,700

SUMMARY.

Year.	Total Vessels.	Total Tonnage.	Average Tonnage.	Draught.
1895 - -	35	59,446	1,698	From 22 ft. to 25 ft.
1896 - -	45	76,792	1,706	From 22 ft. to 24 ft. 6 ins.
1897 - - -	31	57,431	1,853	From 22 ft. to 24 ft 6 ins.
1898 -	23	39,194	1,704	From 22 ft. to 24 ft. 6 ins.
1899 - -	36	51,007	1,700	From 22 ft. to 24 ft. 10 ins

Appendix.

6th Day, Nos. 3 and 4.

3. STATEMENT of STEAMERS of the ATLANTIC TRANSPORT COMPANY and the NATIONAL STEAMSHIP COMPANY compelled to ANCHOR in the neighbourhood of the NORE during the year 1900 on account of DEFICIENT DRAUGHT of WATER.

(*Handed in by Mr. A. S. Williams on the Sixth Day. See Question 2165.*)

Date.	Steamer.	Draught.	Anchored.	Reason of Delay.
1900.		*Ft. ins.*	*Hrs. mins.*	
1 May	Minneapolis	31 5	10 45	Draught of Water.
12 May	Michigan	27 0	4 15	,,
26 May	Europe	28 11	3 5	,,
20 June	Michigan	28 1	5 32	,,
28 June	Europe	25 11	1 55	,,
7 August	America	26 11	2 35	,,
10 August	Michigan	27 2	3 55	,,
14 August	Minneapolis	31 3	11 45	,, (aground).
28 August	Mesaba	27 3	4 34	,,
4 September	Minnehaha	30 6	10 30	Fog.
17 September	Minneapolis	31 0	21 15	,,
24 September	Europe	26 5	4 30	Draught of water.
1 October	Minnehaha	30 9	7 50	,,
18 October	Maniton	25 4	4 15	,,
1 November	America	25 5	9 10	,,

4. TABLE of the STEAMERS of the ATLANTIC TRANSPORT COMPANY and the NATIONAL STEAMSHIP COMPANY.

(*Handed in by Mr. A. S. Williams on the Sixth Day. See Question 2170.*)

ATLANTIC TRANSPORT COMPANY, LIMITED.

Year.	Steamers.	Length. Breadth. Depth.	Tonnage. Gross.	Tonnage. Net.	Dead Weight.	Cubic Capacity.	Load Draught.
		Ft. ins. Ft. ins. Ft. ins.					*Ft. ins.*
Feb. 1898	Mesaba	482 1×52 2×31 6	6,833	4,423	8,350	422,000	28 0
Oct. 1897	Menominee	475 0×52 3×31 3	6,919	4,441	8,190	433,154	27 6½
Jan. 1898	Maniton	475 5×52 2×31 1	6,849	4,384	8,177	475,706	27 6½
Jan. 1898	Marquette	486 5×52 3×31 3	7,057	4,536	8,525	449,762	27 5½
Jan. 1891	Mackinaw	345 6×40 9×26 6	3,204	2,050	4,718	215,975	24 2
July 1887	Maine	314 2×40 2×26 7	2,816	1,813	3,998	177,693	24 6
Nov. 1886	Maryland	320 0×41 0×25 7	2,863	1,814	4,190	177,752	24 5½
Nov. 1887	Minnesota	345 5×40 9×26 7	3,216	2,080	5,015	209,410	24 0
Dec. 1887	Montana	320 0×41 0×25 7	2,840	1,812	4,196	180,746	24 2
1885	Mohawk	420 3×42 4×29 6	4,212	2,695	4,613	184,520	24 3½
Mar. 1900	Minneapolis	600 7×65 5×39 7	13,401	8,651	13,000	655,021	33 2
July 1900	Minnehaha	600 7×65 5×39 5	13,403	8,647	13,000	—	33 2
	Minnetonka	Building } (Same size and capacity as "Minneapolis" and "Minnehaha.")					
	Minnewaska	Building }					

NATIONAL STEAMSHIP COMPANY.

April 1891	Europe	435 0×46 3×33 0	5,302	3,400	7,040	353,059	27 4½
Jan. 1891	America	435 0×46 3×32 9	5,158	3,340	6,760	316,043	27 4½
Dec. 1898	Manhattan	490 5×56 3×34 0	8,004	6,124	11,400	593,844	28 3⅝
April 1898	Michigan	490 5×56 3×35 0	8,001	6,118	11,600	572,987	28 4

SEVENTH DAY.

Appendix.
7th Day, No. 1.

1. TABLE showing the COASTING CLEARANCES and ENTRIES OF TONNAGE in the PORT OF LONDON, for the Years 1897, 1898, and 1899.

(*Handed in by Mr. J. E. Matthews on the Seventh Day. See Question 2358.*)

(Compiled from the Board of Trade Returns for Navigation and Shipping 1899.)

Entered	1897.	1898.	1899.
	6,906,000	5,859,000	5,950,000

These amounts of Tonnage include Ballast in all cases.

These figures *exclude* Ballast Coastwise:		These figures *include* Ballast Coastwise:	
Cleared	2,306,000	7,769,000	7,534,000
Deduct for Coastwise Ballast Clearances		6,414,000	6,375,000
		1,355,000	1,159,000
Also deduct Estuary Ballast Clearances not included in above			250,000
			909,000

Calculation of comparison 1897 and 1899 :—

Entries Coastwise	1897	6,906,000	
	1899	5,950,000	
		956,000	say Estuary entries, *not* included in 1899.
Add Total Entries 1899		15,388,000	
		16,344,000	
Deduct Total do. 1897		16,017,000	
		327,000	= about 2°/₀ increase.

Deduction Transport Special not included — A moiety of the Steamers that loaded as Transports outwards would probably be included under Entries as in ballast, and would reduce the increase below 2°/₀ as they might arrive from Coal Ports with bunkers only.

Clearances 1899	8,250,000	
Odd Estuary Clearances not included	909,000	
	9,159,000	
Deduct 1897	8,992,000	
Increase in Tons	167,000	
Deduct Special Tonnage for Transport Service 1899	128,000	
	39,000	= about ½ °/₀ increase.

Appendix.
7th Day, No. 2.

2. Schedule of Wharves and Waterside Premises, with Gross and Rateable Assessments, from Westminster Bridge to East Greenwich on South Side and Blackfriars Bridge to Silvertown on North Side of River.

(Handed in by Mr. W. Marten Smith on the Seventh Day. See Question 2452.)

From Westminster Bridge to East Greenwich.—South Side.

Wharf.	Proprietors.	Address.	Assessments.		Total Assessment for each separate Mile.	
			Gross.	Rateable.	Gross.	Rateable.
Within 2 Miles above London Bridge:			£	£	£	£
Sufferance	D. N. Howell & Co.	College Street, Lambeth	700	584		
Canterbury	London Portland Cement Company.	Belvedere Road, Lambeth.	510	425		
Darfield	C. & J. Denny	ditto	794	663		
Lion Brewery	Lion Brewery Company	ditto	5,454	3,636		
Soho	Crosse & Blackwell, Limited	ditto	2,800	2,250		
Waterloo	Seth Taylor	Commercial Road, Lambeth.	2,400	1,600		
Baltic	J. Cliff & Sons	ditto	400	334		
Pitfield	Hall, Bedhall & Co.	ditto	960	800		
Dewar's	Dewar & Co.	ditto	762	610		
Old Shot Tower	Lister & Bigg	ditto	512	427		
Ditto	G. H. Richards	ditto	45	38		
Commercial	E. G. Fitzgerald	ditto	1,900	1,584		
Thorne	Griendtsveen Moss Litter Company.	ditto	605	504		
Prince's	H. R. Perry & Sons	ditto	1,000	834		
Nelson's	Colonial Consignment, &c. Company.	ditto	7,970	6,271	26,812	20,560
Within 1 Mile above London Bridge:						
Old Barge House	Younghusband, Barnes & Co.	Upper Ground Street, Blackfriars.	330	110		
Ditto	A. & W. Aste	ditto	350	292		
Old Jamaica	T. H. Rosher & Co.	ditto	385	332		
Bull Stairs	Sadler & Co.	ditto	260	217		
Hope Wharf	E. & A. Denny	ditto	495	395		
Jamaica	Lockett & Judkins	ditto	444	370		
Blackfriars Bridge	Hamlyn & Co.	ditto	454	379		
Murrell's	Murrell & Co.	ditto	543	489		
Vallongo	Vallongo State Company	ditto	260	250		
Vestey's	Union Cold Storage Company, Limited.	ditto	1,600	1,334		
Blackfriars	G. Farmiloe & Sons, Limited	ditto	1,017	848		
Red Lion	Pickering & Co.	Bankside, Blackfriars	330	275		
Southwark	M. H. Voss	ditto	655	546		
Scott & St. Helen's	Scottish Foundry Company	ditto	275	230		
Bear Garden	D. Bumstead & Co.	ditto	260	217		
Ditto	Studevant Engineering Company.	ditto	60	54		
Windsor	E. Reddin & Co.	ditto	350	292		
Imperial	F. H. Hendricks	ditto	154	129		
British Lion	Phœnix Iron Wharf Company	ditto	650	502		
Travers'	J. Travers & Sons, Limited	ditto	1,380	1,135		
Crown	Electric Tin Manufacturing Company.	ditto	200	167		
Honduras	Wakeley Brothers & Co.	ditto	480	456		
Falcon	J. Newton & Sons	ditto	660	550		
Ditto	Measures & Co., Limited	ditto	660	627		
Ditto	Bailey, Pegg & Co.	ditto	500	417		
Royal George	Horne & Hinton	ditto	300	250		
Queen's	B. Smith & Sons	ditto	480	400		
Winchester	Gordon, Coombe & Co.	Clink Street, Blackfriars	558	516		
Horseshoe	J. Muir & Co.	ditto	492	410		
Pickford's	Pickford & Co.	ditto	1,625	1,355		
St. Mary Overy	R. Chambers & Co.	ditto	1,210	1,009		
South Eastern	Baxter & Hoare	Stoney Street, Blackfriars.	2,034	1,675		
West Kent	Humphrey & Co.	Montague Close, Blackfriars.	1,930	1,581		
New Hibernia	ditto	ditto	6,881	5,546		
Old Hibernia	ditto	ditto	4,220	3,663	32,482	27,018
Here is London Bridge.		Carried forward	59,294	47,578		

FROM WESTMINSTER BRIDGE TO EAST GREENWICH.—SOUTH SIDE—*continued.*

Wharf.	Proprietors.	Address.	Assessments.		Total Assessment for each separate Mile.	
			Gross.	Rateable.	Gross.	Rateable.
			£	£	£	£
WITHIN 1 MILE BELOW LONDON BRIDGE:		Brought forward - - -	59,294	47,578		
Fenning's - -	Proprietors of Fenning's Wharf.	Tooley Street, Southwark.	1,660	1,384		
Sun - - - -	Culverwell, Brooks & Co. -	- ditto - - ditto -	858	678		
Topping's - -	- ditto - - ditto - -	- ditto - - ditto -	1,755	1,425		
Chamberlain's -	Chamberlain's Wharf, Limited.	- ditto - - ditto -	3,180	2,650		
Cotton's & Depôt -	Proprietors of Hay's Wharf	- ditto - - ditto -	27,398	22,617		
Hay's - - - -	- ditto - - ditto - -	- ditto - - ditto -				
Beal's - - - -	- ditto - - ditto - -	Battle Bridge Lane, Tooley Street.				
Willson's - - -	Hoare, Wilson & Co. - -	- ditto - - ditto -	4,440	3,700		
Griffin's - - -	Gun and Shot and Griffen's Wharf Company, Limited.	Morgan's Lane, Tooley Street.	1,266	1,055		
Gun and Shot - -	- ditto - - ditto - -	- ditto - - ditto -	768	640		
Symons' - - -	Hoare, Wilson & Co. - -	Stoney Lane, Tooley Street.	3,600	3,000		
Stanton's - -	W. France & Co., Limited -	- ditto - - ditto -	2,430	1,885		
Stanton's, Lower -	- ditto - - ditto - -	- ditto - - ditto -				
St. Olave's - -	Beresford & Co. - - -	Vine Street, Tooley Street.	2,175	1,813		
Pickle Herring -	Hicks, Nash & Co. - -	Pickle Herring Street, Tooley Street.	1,502	1,250		
Mark Brown's -	Leach & Co. - - -	- ditto - ditto -	2,340	1,950		
Davis' - - -	Brown & Elmslie - -	Potter's Fields, Tooley Street.	5,885	4,904		
Courage's - -	Courage & Co., Limited -	Shad Thames, Tooley Street.	8,700	5,800		
Butler's - - -	Butler's Wharf, Limited -	- ditto - - -	10,440	8,701		
Horselydown - -	E. & T. Pink - - -	- ditto - - -	375	313		
Coventry - -	G. & H. Green - - -	- ditto - - -	834	695		
Newell's - - -	Bovill and Sons - - -	- ditto - - -	330	275		
Cole's, Upper - -	A. & P. Keen - - -	- ditto - - -	780	650		
Cole's, Lower - -	Bovill & Sons - - -	- ditto - - -	693	578		
Landell's - -	R. Chambers & Co. - -	- ditto - - -	150	125		
West's - - -	Hicks, Nash & Co. - -	- ditto - - -	160	134		
Mesnard's - -	R. Chambers & Co. - -	- ditto - - -	192	160		
Kitchin's, Lower -	Joseph Kitchin, Limited -	- ditto - - -	769	641		
Dudin's - - -	J. Dudin & Sons - -	- ditto - - -	568	468		
Java - - -	Carbutt & Co., Limited -	- ditto - - -	4,452	3,007		
Crown - - -	- - - ditto - - -	- ditto - - -				
Bengal - - -	- - - ditto - - -	- ditto - - -				
St. Andrew's - -	- - - ditto - - -	- ditto - - -				
St. George's - -	- - - ditto - - -	- ditto - - -				
Burmah - - -	- - - ditto - - -	- ditto - - -				
Shuter's - - -	- - - ditto - - -	- ditto - - -				
Dockhead - - -	- - - ditto - - -	- ditto - - -				
Fogg's - - -	Corry & Co., Limited -	- ditto - - -	300	225		
Scott's - - -	E. & T. Pink - - -	Dockhead - - -	720	600		
Unity - - -	Cole & Carey - - -	Mill Street, Dockhead -	330	275		
Mill - - -	Vogan & Co. - - -	- ditto - ditto -	1,507	1,005		
St. Saviour's - -	R. Bennett & Co. - -	- ditto - ditto -	1,664	1,387		
Reed's - - -	H. T. Reed & Co. - -	Bermondsey Wall -	1,091	911		
Deverell's - -	G. Hooper & Co. - -	- - ditto - - -	264	220		
Springall's - -	C. Southwell & Co. - -	- - ditto - - -	2,064	1,376		
Patternix - -	Adlard Roberts & Co. -	- - ditto - - -	798	665		
McCullum's - -	British Veneer Case Company	- - ditto - - -	160	134		
Brunswick - -	T. Addis & Co. - - -	- - ditto - - -	280	234	96,878	77,530
WITHIN 2 MILES BELOW LONDON BRIDGE.						
East Lane - -	London Grist Mills Company	Bermondsey Wall -	300	250		
Ditto - - -	T. Skelton & Co. - -	- - ditto - - -	332	222		
Lower East Lane -	B. Smith & Sons - -	- - ditto - - -	550	459		
Sutherland - -	T. Addis & Sons - -	- - ditto - - -	1,797	1,500		
Montreal Granaries -	J. Dudin & Sons - -	- - ditto - - -	577	482		
Bond's - - - -	G. Bond - - - -	- - ditto - - -	115	96		
Darnell's - - -	W. & J. R. Darnell - -	- - ditto - - -	787	657		
Fountain Stairs -	Fisher's Wharves & Granaries, Limited.	- - ditto - - -	398	332		
Powell's - - -	W. Grose & Son - - -	- - ditto - - -	400	334		
Farrant's - -	Gardiner & Tidy - -	- - ditto - - -	788	657		
Lucas & Spencer's -	Lucas & Spencer's Wharf, Limited.	- - ditto - - -	1,720	1,434		
Platform - - -	J. B. & H. H. Perks - -	Rotherhithe Street -	818	546		
Ditto - - -	T. Groves & Son - -	- - ditto - - -	641	535		
Yardley's - -	R. T. Smyth & Co. - -	- ditto - -	469	391		
Matthews' - -	T. Addis & Son - - -	- - ditto - - -	197	165		
Rotherhithe - -	Gordon Coombe & Co. -	- - ditto - - -	200	167		
Cannon's - - -	Gillman, Spencer & Co., Limited.	- - ditto - - -	90	75		
		Carried forward - - -	166,351	133,410		

Appendix.

7th Day, No. 2—continued.

FROM WESTMINSTER BRIDGE TO EAST GREENWICH.—SOUTH SIDE—*continued.*

Wharf.	Proprietors.	Address.	Assessments. Gross.	Assessments. Rateable.	Total Assessment for each separate Mile. Gross.	Total Assessment for each separate Mile. Rateable.
			£	£	£	£
		Brought forward - - -	166,351	133,410		
WITHIN 2 MILES BELOW LONDON BRIDGE—*continued.*						
Abbott's - - -	W. G. Abbott - - -	Rotherhithe Street -	67	56		
Gordon's - - -	Gillman, Spencer & Co., Limited.	- - ditto - - -	435	290		
Prince's - - -	Gillman, Spencer & Co., Limited.	- - ditto - - -	334	279		
East India - -	J. Dudin & Sons - - -	- - ditto - - -	563	470		
Hope - - -	A. F. Gardiner - - -	- - ditto - - -	231	193		
Grice's - - -	G. & H. Green - - -	- - ditto - - -	391	326		
Tunnel - - -	F. Claydon & Co. - -	- - ditto - - -	287	240		
Brandram's - -	Gordon, Coombe & Co. -	- - ditto - - -	543	453		
Fisher's Sufferance -	Fisher's Wharves & Granaries, Limited.	- - ditto - - -	996	832		
Cumberland - -	T. Groves & Son - -	- - ditto - - -	154	129		
Clarence - - -	S. Genesi & Co. - - -	- - ditto - - -	250	209		
Surrey Commercial -	G. & H. Green - - -	- - ditto - - -	994	829		
Bellamy's - -	Bellamy's Wharf, Limited -	- - ditto - - -	2,198	1,816		
Prince's Dock - -	Prince's Dry Dock Company.	- - ditto - - -	405	270	18,027	14,694
WITHIN 3 MILES BELOW LONDON BRIDGE:						
Lower King & Queen.	J. R. Wood & Co., Limited	Rotherhithe Street -	123	111		
Globe - - -	A. & P. Keen - - -	- - ditto - - -	1,744	1,454		
Caen & Normandy -	Quirk, Barton & Co. - -	- - ditto - - -	1,184	790		
Grand Surrey - -	C. Barry - - - -	- - ditto - - -	519	346		
Lavendar - -	Lavendar Wharf Company	- - ditto - - -	124	112		
Pageant's - -	Matthew, Freebody & Co. -	- - ditto - - -	147	133		
Union - - -	Union Oil Mills Company -	- - ditto - - -	165	138		
Canada - - -	G. & H. Green - - -	- - ditto - - -	429	358		
Nelson Dock - -	Mills & Knight - - -	- - ditto - - -	767	512	5,202	3,954
WITHIN 4 MILES BELOW LONDON BRIDGE:						
Dantzic - - -	Perkins & Homer - -	Rotherhithe Street -	125	84		
Lawrence's - -	Lawrence & Co. - - -	- - ditto - - -	600	500		
Burt's - - -	Burt, Bolton & Haywood -	- - ditto - - -	1,490	994		
Trinity - - -	British Drying Company, Limited.	- - ditto - - -	200	179		
Barnard's - -	T. Gabriel & Son - -	- - ditto - - -	1,479	986		
Tunnel Granary -	White, Tomkins & Courage	- - ditto - - -	921	617		
Globe Pier - -	C. H. Grindell & Co., Limited.	- - ditto - - -	54	52	4,869	3,412
WITHIN 5 MILES BELOW LONDON BRIDGE:						
Commercial Pier -	Kemp, Collins & Co. - -	Odessa Street, Rotherhithe.	150	135		
Atkins - - -	J. Dudin & Sons - -	- ditto - ditto -	610	509		
Odessa - - -	- - ditto - - - -	- ditto - ditto -	467	390		
Dowell's - - -	McDowell & Co. - -	Bridge Street, Greenwich.	1,464	976		
Brewery - - -	St. Leonard's Wharf Company, Limited.	Norman Road - -	336	280		
New Sun- - -	Bailey & Co. - - -	- ditto - - -	310	257		
Lion - - -	Fry Brothers - - -	- ditto - - -	331	276		
Phœnix - - -	Eastwood & Co. - - -	- ditto - - -	234	195		
Granite - - -	Mowlem & Co. - - -	River Bank - - -	1,064	798		
Morden - - -	Thames White Lead Company.	- ditto - - -	1,102	735	6,068	4,551
		Carried forward - -	190,338	151,719		

FORM BLACKFRIARS BRIDGE TO SILVERTOWN.

NORTH SIDE.

Wharf.	Proprietors.	Address.	Assessments. Gross.	Assessments. Rateable.	Total Assessment for each separate Mile. Gross.	Total Assessment for each separate Mile. Rateable.
			£	£	£	£
WITHIN 1 MILE ABOVE LONDON BRIDGE:		Brought forward - -	190,338	151,719		
Purfleet - - -	L. Sterne & Co. - - -	Upper Thames Street -	100	84		
Ditto - - -	Blackfriars Cold Storage Company, Limited.	- - ditto - - -	1,200	1,000		
			96	80		
			800	667*		
St. Andrews' - -	McDowell, Steven & Co., Limited.	- - ditto - - -	1,200	1,000		
			800	667*		
Wheatsheaf - -	B. Smith & Sons - -	- - ditto - - -	200	177*		
			320	265		
Rutland - - -	- - ditto - - -	- - ditto - - -	75	63*		
			445	397		
Crown & Horseshoe	Hilton, Anderson & Co. -	- - ditto - - -	100	83*		
			800	667		
Anchor - - -	Blundell, Spence & Co. -	- - ditto - - -	50	42*		
			1,250	1,042		
Horseshoe - -	Pilkington Brothers, Limited	- - ditto - - -	1,348	1,124		
Castle Banyard -	C. Price & Co. - - -	- - ditto - - -	230	192		
Ditto - - -	W. Steggall - - -	- - ditto - - -	370	309		
Carron - - -	Carron Company - -	- - ditto - - -	2,850	2,375		
White Lion - -	O'Brian, Thomas & Co. -	- - ditto - - -	1,600	1,334		
Paul's - - -	Lever Brothers & Co., Limited.	- - ditto - - -	1,525	1,271		
Ditto - - -	O'Brian, Thomas & Co. -	- - ditto - - -	425	355		
Paul's Pier - -	Cold Storage Company -	- - ditto - - -	725	605		
East Paul's - -	Ingram & Royle, Limited -	- - ditto - - -	750	625		
Trig - - -	Beck & Pollitzer - -	- - ditto - - -	800	667		
		- - ditto Landside	975	813		
Graham's - -	W. Graham & Sons - -	- - ditto - - -	170	142		
Broken - - -	General Iron Company, Limited.	- - ditto - - -	800	667		
George Yard - -	Rio Tinto Company - -	- - ditto - - -	250	209		
Ditto - - -	Hayter & Hayter - -	- - ditto - - -	200	167		
Ditto - - -	Weardale Iron Company -	- - ditto - - -	1,400	1,167		
Lyons' - - -	R. Warner & Co., Limited -	- - ditto - - -				
Upper Brooks' - -	- - ditto - - - -	- - ditto - - -				
Brooks' - - -	- - ditto - - - -	- - ditto - - -	9,460	7,985		
Bull - - - -	- - ditto - - - -	- - ditto - - -				
Abbey - - -	Monastery Bonded Tea Warehouse Company Limited.	- - ditto - - -	2,350	1,870		
Smith's - - -	W. M. Smith & Sons -	Queenhithe, Upper Thames Street.	1,340	1,117		
		- - ditto Landside	3,000	2,001		
Kennett - - -	Kennett Wharf Company -	Upper Thames Street -	5,500	4,626		
Hambro - - -	L. & S. W. Railway - -	- - ditto - - -	600	500		
Ditto - - -	Henry Tate & Co., Limited	- - ditto - - -	1,000	834		
Red Lion & Three Cranes.	Major & Field - - -	- - ditto - - -	5,653	4,712		
Golden Heart - -	Hertford and Bristol Brass Company.	- - ditto - - -	700	584		
Ditto - - -	Fletcher & Co. - - -	- - ditto - - -	400	334		
Dowgate Dock -	C. Poulter, Limited - -	- - ditto - - -	600	500		
Ditto - - -	J. Pewtress & Co. - -	- - ditto - - -	350	292		
Union Cold Storage	Union Cold Storage Co. (Cannon Street), Limited.	- - ditto - - -	1,850	1,542		
City of London Brewery.	City of London Brewery -	- - ditto - - -	5,743	4,786		
Allhallows - -	Boord and Sons, Limited -	- - ditto - - -	2,050	1,709		
Dyers' Hall - -	Yates, Haywood & Co. -	- - ditto - - -	650	542		
Monument Bonded -	Monument Bonded Warehouse Company, Limited	- - ditto - - -	3,550	2,917		
Tennant's - -	C. Tennant & Sons - -	- - ditto - - -	670	559		
City Commercial -	City Commercial Wharf Company.	- - ditto - - -	1,350	1,125		
		- - ditto Landside	450	375		
Old Swan - -	Knight & Morris - -	- - ditto - - -	700	584		
Old Shades -	W. J. Findlay - - -	- - ditto - - -	100	84		
Fishmongers' Hall -	J. Knill & Co. - - -	- - ditto - - -	1,150	959	71,070	58,793
HERE IS LONDON BRIDGE.						
WITHIN 1 MILE BELOW LONDON BRIDGE:						
London Bridge -	J. Knill & Co. - - -	Lower Thames Street -	4,200	3,334		
Fresh - - -	- - ditto - - - -	- - ditto - - -				
Cox's Quay - -	- - ditto - - - -	- - ditto - - -	4,150	3,458		
Hammond's - -	- - ditto - - - -	- - ditto - - -				
Botolph & Nicholson's.	Nicholson's Wharf, Limited	- - ditto - - -	5,500	4,609		
		Carried forward - -	275,258	221,913		

These wharves are built on foreshore reclaimed from river, and are exempt, under 7 Geo. III., cap. 37, from payment of rates, but for the purpose of this schedule the rateable values have been inserted, calculated on the usual basis.

Appendix.

7th Day, No. 2—continued.

FROM BLACKFRIARS BRIDGE TO SILVERTOWN.—NORTH SIDE—*continued.*

Wharf.	Proprietors.	Address.	Assessments. Gross.	Assessments. Rateable.	Total Assessment for each separate Mile. Gross.	Total Assessment for each separate Mile. Rateable.
		Brought forward - -	£ 275,258	£ 221,913	£	£
WITHIN 1 MILE BELOW LONDON BRIDGE—*continued.*						
Custom House & Wool Quay.	Netherland Steamship Company.	Lower Thames Street -	1,800	1,500		
Custom House Quay	W. C. Laming & Co. -	- - ditto - - -	1,620	1,350		
Brewers' Quay -	J. Barber & Co. - - -	- - ditto - - -	5,635	4,698		
Chester's Quay -	- - ditto - - -	- - ditto - - -				
Galley Quay - -	- - ditto - - - -	- - ditto - Landside	6,098	5,085		
St. Katherine - -	General Steam Navigation Company.	St. Katherine Tower -	1,420	1,184		
Irongate - - -	- - ditto - - - -	- - ditto - - -	1,680	1,400		
Harrison's - -	Page, Son, & East - -	- - ditto - - -	660	550		
South Devon - -	South Devon Wharf Company, Limited.	Lower East Smithfield	825	688		
British & Foreign -	British & Foreign Wharf Company, Limited.	- - ditto - - -	3,060	2,550		
Miller's - - -	Horne & Co. - - -	- - ditto - - -	1,100	917		
Carron - - -	Carron Company - -	- - ditto - -	3,360	2,800		
London & Continental Steam.	- - ditto - - - -	- - ditto - -				
Hermitage Steam -	London & Edinburgh Shipping Company.	Wapping High Street -	5,049	4,208		
Acorn - - -	J. Husband & Co. - -	- - ditto - - -	800	667		
Colonial & Granite -	Colonial Wharves, Limited	- - ditto - - -	3,300	2,750		
					50,257	41,748
WITHIN 2 MILES BELOW LONDON BRIDGE:						
Globe - - -	Hernu, Peron & Co., Limited	Wapping High Street -	360	300		
Seawards Upper -	Seawards Bros., Limited -	- - ditto - - -	420	350		
Melbourne - -	Tidman & Son, Limited -	- - ditto - - -	100	84		
Seawards Lower -	Seawards Bros., Limited -	- - ditto - - -	540	450		
Standard Sufferance	Hernu, Peron & Co., Limited	- - ditto - - -	132	110		
Watson's - -	Watson's Wharf, Limited -	- - ditto - - -	450	375		
Black Eagle - -	Truman, Hanbury & Co. -	- - ditto - - -	330	275		
Brewers & Albion -	Capes & Self - - -	- - ditto - - -	473	395		
Hasties - - -	R. & J. Hastie - - -	- - ditto - - -	154	129		
St. Helens - -	Capes & Self - - -	- - ditto - - -	286	239		
Oliver's - - -	Proprietors Oliver's Wharf	- - ditto - - -	2,200	1,834		
Gun - - -	H. A. Litchfield & Co. -	- - ditto - - -	3,578	2,982		
St. John's - -	R. G. Hall & Co. - -	- - ditto - - -	1,200	1,000		
New Dundee - -	Dundee, Perth & London Shipping Company.	- - ditto - - -	1,711	1,426		
Eagle Sufferance -	G. Hedges & Son - -	- - ditto - - -	475	397		
Eagle - - -	Taylor Brothers - - -	- - ditto - - -	480	400		
Baltic - - -	Claydon & Co. - - -	- - ditto - - -	440	367		
Old Aberdeen - -	Taylor Brothers - - -	- - ditto - - -	430	359		
Excelsior - -	John Walker - - -	- - ditto - - -	50	42		
Phœnix - - -	Andrew Walker - - -	- - ditto - - -	50	42		
King Henry's - -	R. G. Hall & Co. - -	- - ditto - - -	600	500		
Trinity - - -	- - ditto - - -	- - ditto - - -	600	500		
Sharp's - - -	Beresford & Co. - - -	- - ditto - - -	2,182	1,819		
		- - ditto - Landside	313	269		
Middleton & McBride's.	Butler's Wharf, Limited -	- - ditto - - -	5,079	4,238		
New Crane - -	Anderson Weber & Smith -	- - ditto - - -	11,853	9,882		
Metropolitan - -	- - ditto - ditto -	Wapping Wall - -				
Jubilee - - -	Keen, Robinson & Co. -	- - ditto - - -	577	481		
Thorps - - -	Cole & Carey - - -	- - ditto - - -	660	550		
New Star - -	T. L. Knight & Co. - -	Lower Shadwell - -	1,515	1,127		
Linde - - -	Linde British Refrigerating Company.	- - ditto - - -	3,075	2,050		
					40,313	32,972
WITHIN 3 MILES BELOW LONDON BRIDGE:						
Seaborne Coal -	Charrington, Sell, Dale & Co.	Broad Street, Ratcliff -	900	750		
Bowles - - -	United Old Company, Limited.	- - ditto - - -	250	209		
Free Trade - -	Free Trade Wharf Company	- - ditto - - -	3,643	3,052		
		- - ditto - Landside	335	261		
Hubbuck's - -	T. Hubbuck & Sons, Limited.	- - ditto - - -	1,617	1,348		
Holt's - - -	Holt & Co. - - - -	- - ditto - - -	132	110		
Pinchin's - - -	Pinchin, Johnson & Co. -	- - ditto - - -	1,600	1,334		
Keepier - - -	G. Gowland & Co. - -	- - ditto - - -	360	300		
Phœnix - - -	Phœnix Wharf Company, Limited.	Narrow Street, Limehouse.	283	237		
Moore's - - -	W. Moore, Limited - -	- - ditto - - -	245	204		
London - - -	J. Cooper - - - -	- - ditto - - -	1,050	876		
Crown Mill - -	- ditto - - - -	- - ditto - - -	360	300		
Eagle - - -	Low, Son & Bedford, Limited.	- - ditto - - -	570	475		
Vanes - - -	T. L. Knight & Co. - -	- - ditto - - -	275	230		
New Sun - -	- - ditto - - - -	- - ditto - - -	572	477		
Oporto - - -	J. Cooper - - - -	- - ditto - - -	700	584		
Old Sun - - -	- ditto - - - -	- - ditto - - -	350	292		
		Carried forward -	365,220	296,271		

FROM BLACKFRIARS BRIDGE TO SILVERTOWN—NORTH SIDE—*continued.*

Wharf.	Proprietors.	Address.	Assessments. Gross.	Assessments. Rateable.	Total Assessment for each separate mile. Gross.	Total Assessment for each separate mile. Rateable.
		Brought forward - -	£ 365,220	£ 296,271	£	£
WITHIN 3 MILES BELOW LONDON BRIDGE—*continued.*						
Chinnock's - -	Tribe & Co. - - - -	Narrow Street, Limehouse.	275	230		
Victoria - - -	Schwartz Brothers - -	- - ditto - - -	1,200	1,000		
Dover - - -	Pintsch's Patent Lighting Company.	- - ditto - - -	335	280		
Jubilee - - -	Sheet and Tent Company	- - ditto - - -	70	59		
Blyth's - - -	J. Richardson - - - -	- - ditto - - -	100	95		
Broadway - -	T. Mason - - - - -	- - ditto - - -	120	100		
Duke Shore - -	W. Gibbs - - - - -	- - ditto - - -	100	84		
Brewery & Anchor -	- ditto - - - - -	- - ditto - - -	850	709		
Dunbar's - - -	F. V. Smyth & Co. - -	- - ditto - - -	265	222		
St. Dunstan's - -	Gardner & Gardner - -	- - ditto - - -	53	45		
Limehouse - -	J. & R. Wilson & Co. - -	- - ditto - - -	165	140		
Ditto - -	W. Lund - - - - -	- - ditto - - -	134	112		
Pier - - -	White, Tomkins & Courage	Emmett Street, Poplar	764	510		
Aberdeen Steam -	Aberdeen Steam Navigation Company.	- - ditto - - -	2,598	2,165		
Emmett - - -	T. Smith & Co., Limited -	- - ditto - - -	550	367		
Morton's - - -	C. & E. Morton - - -	West Ferry Road, Millwall.	4,290	2,860		
Batson's - - -	J. Lananton & Sons - -	- - ditto - - -	448	374		
Regent's - - -	- - ditto	- - ditto - - -			25,559	20,391
WITHIN 4 MILES BELOW LONDON BRIDGE:						
Regent Dry Dock -	Glengall Iron Works, Limited.	West Ferry road, Millwall.	860	574		
Oak - - - -	W. Garner & Sons - -	- - ditto - - -	55	46		
London - - -	Foreign Bottle Manufacturing Company.	- - ditto - - -	174	145		
London - - -	C. Campbell & Co. - -	- - ditto - - -	269	180		
Fisher's - -	Surridge & Co. - - -	- - ditto - - -	516	430		
Timothy's - -	G & H. Green - - - -	- - ditto - - -	545	455		
Mellish - - -	London Oil Storage Company	- - ditto - - -	728	484		
Fleming's - -	Fleming's Oil Company -	- - ditto - - -	529	353		
Phœnix - - -	Snowdon & Sons - - -	- - ditto - - -	440	367		
Winkley's - -	M. H. Winkley & Co. -	- - ditto - - -	423	353		
Victoria - - -	Crosse & Blackwell, Limited	- - ditto - - -	828	552		
Rose's - -	Sir W. Rose & Co. - -	- - ditto - - -			5,367	3,939
WITHIN 5 MILES BELOW LONDON BRIDGE:						
Maconochies' - -	Maconochie Bros. - -	West Ferry road, Millwall.	1,676	1,118		
Nelson - - -	Barnett & Co., Ltd. - -	- - ditto - - -	208	139		
Langbourne - -	Duggan, Neel, & McKohn, Limited.	- - ditto - - -	257	171		
Poplar Dry Docks -	Brown's Dry Dock Company, Limited.	Wharf Road, Cubitt Town	1,125	750		
					3,266	2,178
WITHIN 6 MILES BELOW LONDON BRIDGE:						
Stoner's - - -	D. Stoner & Sons - -	Wharf Road, Cubitt Town	1,983	1,322		
Cubitt Town Dry Dock.	Rait & Gardiner - - -	- - ditto - - -	1,141	761		
Plymouth -	Deane, Ransome & Co. -	- - ditto - - -	361	241		
Pyremont - -	Claridge Patent Asphalte Company.	- - ditto - - -	492	328		
Dudgeon's -	London Oil Storage Company	Manchester Road - -	1,289	1,074		
Millwall - - -	J. W. Cook & Co., Ltd. -	- - ditto - - -	1,583	1,319		
Canal Dry Docks -	J. Stewart & Son, Ltd. -	- - ditto - - -	1,016	678		
					7,865	5,723
WITHIN 7 MILES BELOW LONDON BRIDGE:						
Blackwall Tunnel -	C. R. Fardell . - - -	Orchard Street, Blackwall.	95	76		
Cooperage - -	Proprietors of Cooperage Wharf.	- - ditto - - -	391	261		
Excelsior - -	O'Brien, Thomas & Co. -	- - ditto - - -	196	131		
LondonGravingDock	London Graving Dock Company, Limited.	- - ditto - - -	615	410		
Orchard - - -	J. W. Cook & Co. - -	- - ditto - - -	1,315	1,096		
					2,612	1,974
WITHIN 8 MILES BELOW LONDON BRIDGE:						
Burt's - - -	Burt, Boulton & Haywood -	Victoria Docks - -	1,350	1,000		
Odams - - -	Odams Manure Company, Limited.	- - ditto - - -	2,625	2,100		
Clyde - - -	United Alkali Company -	- - ditto - - -	650	500		
Hall's - - -	T. Farmer & Co., Ltd. -	- - ditto - - -	1,311	1,049		
Prince Regent's -	Burt, Boulton & Haywood -	Silvertown - - -	4,343	3,250		
Crescent - - -	Brunner, Mond & Co. -	- ditto - - -	8,079	5,386		
					18,358	13,285
		£	415,005	332,722		

155 Wharves on South Side.
165 Wharves on North Side.

320

Appendix

7th Day. No. 2—continued.

SUMMARY.

Above London Bridge.

Miles.	Side.	Number of Wharves.	Assessments.		Total Assessments for each Separate Mile on both Sides of River.	
			Gross.	Rateable.	Gross.	Rateable.
			£	£	£	£
1	North	46	71,070	58,793		
	South	35	32,482	27,018		
					103,552	85,811
2	North	—	—	—		
	South	15	26,812	20,560		
					26,812	20,560

Below London Bridge.

Miles.	Side.	Number of Wharves.	Assessments.		Total Assessments for each Separate Mile on both Sides of River.	
			Gross.	Rateable.	Gross.	Rateable.
1	North	21	50,257	41,748		
	South	48	96,878	77,530		
					147,135	119,278
2	North	30	40,313	32,972		
	South	31	18,027	14,694		
					58,340	47,666
3	North	34	25,559	20,391		
	South	9	5,202	3,954		
					30,761	24,345
4	North	12	5,367	3,939		
	South	7	4,869	3,412		
					10,236	7,351
5	North	4	3,266	2,178		
	South	10	6,068	4,551		
					9,334	6,729
6	North	7	7,865	5,723		
	South	—	—	—		
					7,865	5,723
7	North	5	2,612	1,974		
	South	—	—	—		
					2,612	1,974
8	North	6	18,358	13,285		
	South	—	—	—		
					18,358	13,285
		320	—	—	415,005	352,722

Appendix.
7th Day, No. 3.

3. TABLES as to the OVERTIME paid to OFFICERS of HER MAJESTY'S CUSTOMS by the PROPRIETORS of HAY'S WHARF, during the FIVE YEARS ending 30th November 1900.

(Referred to by Mr. H. C. Smith on the Seventh Day. See Question 2551.)

(*a*). Table showing the Amount paid, not including that repaid to the Proprietors by Merchants, Shipowners, and others.

	£.	s.	d.
1895–1896	295	6	4
1896–1897	423	17	8
1897–1898	402	8	7
1898–1899	295	8	7
1899–1900	364	16	4
	£. 1,781	17	6
Average per year	£. 356	7	6

(*b*). Table showing the Amount paid by the Proprietors, and repaid to them by Merchants, Shipowners, and others, during the five years ending 30th November 1900.

	£.	s.	d.
1895–1896	54	5	1
1896–1897	79	11	1
1897–1898	47	10	4
1898–1899	85	12	2
1899–1900	81	17	10
	£. 348	16	6
Yearly average	£. 69	15	3$\frac{3}{5}$

(*c*). Table showing the amount paid for Re-weighing Tea after Bulking, within the Legal Hours, and repaid to the Proprietors by the Merchants.

	£.	s.	d.
1895-1896	186	4	6
1896-1897	80	14	9
1897–1898	134	13	6
1898–1899 (to 17th February 1899 only)	84	–	6
	£. 485	13	3

(*d*). A List of the Rates of Overtime paid by the Proprietors of Hay's Wharf.

	s.	d.	
The Surveyor	4	–	per hour.
Examining Officer	2	6	„
Examining Officer (if appointed since 1892)	2	–	„
Superintendent Locker	1	–	„

When attendance is required at 6 o'clock a.m. or after 11 o'clock p.m. the following cab fare is chargeable in addition :—

	s.	d.
The Surveyor	5	–
Examining Officer	3	6
Examining Officer (if appointed since 1892)	2	–
Superintendent Locker	1	–

EIGHTH DAY.

Appendix.

8th Day, No. 1.

1. TABLE showing the ESTIMATED VALUE and INCOME of LONDON DOCKS and WHARVES.

(Handed in by Captain Hart-Davis on the Eighth Day. See Question 2580.)

London and St. Katharine Dock Company.

NAME OF SECURITY.	Nominal Value.	Taken at	Approximate Value.	REMARKS.
	£	£	£	
Four per Cent. Debenture Stock	3,027,807	118	3,572,811	
Four and a-half per Cent. Preference Stock	420,000	120	504,000	
New Preference Stock	600,000	120	720,000	
Do. do.	600,000	120	720,000	
Debentures	384,959	118	454,251	
	5,032,766		5,971,062	
Capital Stock	5,756,697	55	3,166,181	
	10,789,463		9,137,243	

East and West India Dock Company.

Four per Cent. Preference Stock, Prior Lien, 3 per Cent.	967,336	78	754,522	
Debenture Stock	652,992	95	620,343	
Consolidated Stock	2,780,031	79	2,196,224	
	4,400,359		2,571,089	
Ordinary Stock	2,385,500	25	596,375	
	6,785,859		4,167,464	

Surrey Commercial Dock Company.

"A" Preference Stock 4 per Cent.	154,000	140	215,600	
"B" do. do. 5 per Cent.	199,000	139	276,610	
"C" do. do. 5 per Cent.	49,000	139	68,110	
"D" do. do. 5 per Cent.	100,000	135	135,000	
"E" do. do. 5 per Cent.	130,000	132	171,600	
Debenture Stock. 4½ per Cent.	140,000	142	198,800	
	772,000		1,065,720	
Ordinary Stock	1,318,674	131	1,727,461	
	2,090,674		2,793,181	

1. TABLE showing the Estimated Value and Income of London Docks and Wharves—*continued.*

Millwall Dock Company.

NAME OF SECURITY.	Nominal Value.	Taken at	Approximate Value.	REMARKS.
	£	£	£	
Five per Cent. Preference Stock - - -	490,000	95	465,500	
Four and a-half per Cent. Preference Stock -	250,000	72	180,000	
Five per Cent. New Preference Stock - -	200,000	60	120,000	
Five per Cent. Debenture Stock - - -	503,457	133	669,599	
Four per Cent. Debenture Stock - - -	29,547	107	31,615	
	1,473,004		1,466,714	
Ordinary Stock - - - - - - -	649,700	24	155,928	
	2,122,704		1,622,642	

	Approximate Value.	Income.
	£	£
London Company - - - - - - -	9,137,243	506,000
India Company - - - - - - -	4,167,464	
Surrey Commercial - - - - - - -	2,793,181	110,720
Millwall Company - - - - - - -	1,622,642	72,104
	17,720,530	688,824

To pay Three per cent. on £17,720,530 would require £531,616.

WHARVES.

	£
Total capital invested in 99 wharves, as per confidential returns to Secretary, Wharfingers' Association -	7,830,758
Twenty-five years' purchase of gross rateable values of 221 wharves, leaving out working capital -	5,310,475
Total capital as above - - -	£13,141,233

Gross rateable of 320 wharves £414,905 ; gross rateable of 224 wharves £212,419.

Net do. do. £332,722.

Assuming these values to be approximately correct, the total value of docks and wharves would be £30,861,763, and the annual interest required on a 3 per cent. basis would be £925,853.

	£
Taking 5 per cent. as the minimum interest earned by the wharves, and it is assumed that private undertakings could not be carried on at a less interest per annum, their combined earnings would equal -	657,061
The average assumed income of the docks, as above - - - - - - - - - -	688,824
	£1,345,885

Appendix.
8th Day, No. 2.

2. TABLE showing PERIODS of DISCHARGING in the VICTORIA, TILBURY, and ALBERT DOCKS.

(Handed in by Mr. H. T. Moore on the Eighth Day. See Question 2734.)

			Number of Days after Ship's Report.
"City of Calcutta."			
"A" Jetty, Victoria Dock. Reported 2nd September 1899.			
1,242 packages tea, all at wharf 6th September 1899			4
"Senator."			
Tilbury Dock. Reported 24th March 1900.			
1,488 packages tea, all at wharf by 29th March			5
"City of Bombay."			
"A" Jetty, Victoria Dock. Reported 15th August 1900.			
1,093 packages tea. 1,048 packages at wharf 18th August			3
"City of Perth."			
"A" Jetty, Victoria Dock. Reported 7th August 1900.			
852 packages tea. 767 at wharf 9th August 1900			2
"Logician."			
Tilbury Dock. Reported 8th September 1900.			
1,472 packages tea. 1,466 packages at wharf 13th September			5
"Historian."			
Tilbury Dock. Reported 25th September 1900.			
4,229 packages tea, all at wharf by 2nd October 1900			7
			6)26
	Average		4½ days.
"Japan."	Dates received.		
Albert Docks, 1. Reported 9th July 1900.			
344 packages sundry goods, China	16 July	195	
	18 „	72	
	20 „	44	
	23 „	33	
		344	14
"Pabisclus."	At wharf.		
Albert Docks. Reported 19th July 1900.			
649 packages sundry goods	25 July	635	6
"Socotra."			
Albert Docks. Reported 7th August 1900.	13 August	69	
977 packages sundry goods	16 „	843	
	23 „	57	
		969	15
"Agamemnon."			
Albert Docks. Reported 30th July 1900.			
767 packages sundry goods	9 August	760	10
			4)45
			11 days.
CHINA GOODS, FROM CONTINENT.			
"Nerissa."			
River. Reported 23 July 1900.			
102 packages sundry goods	26 July	102	3
"Silvia."			
River. Reported 26th July 1900			
400 packages sundry goods	27 July	400	4
	Average		2 days.

Appendix
8th Day,
Nos. 3 and 4.

3. TABLE of some TEA SHIPS with other CARGO discharged at the ROYAL ALBERT DOCKS, with particulars of DATE of REPORT and ARRIVAL of TEAS by BARGE at BROOK'S WHARF, Upper Thames Street.

(*Handed in by Mr. H. T. Moore on the Eighth Day. See Question 2740.*)

SHIP'S NAME.	Registered Tonnage.	Date Ship reported at Custom House.	Gross Number of Packages.	Date Barge arrived and discharged into Brook's Wharf Warehouse.	Packages.	Days.
Ceylon	2,637	17 April 1900	416	27 April 1900	416	9
Malacca	2,616	20 June ,,	532	27 June ,,	428	14
				4 July ,,	104	
Bombay	2,048	9 July ,,	590	16 July ,,	342	9
				18 July ,,	248	
Glenshiels	2,204	19 July ,,	2,409	27 July ,,	1,644	12
				1 Aug. ,,	765	
Borneo	2,944	30 July ,,	1,257	1 Aug. ,,	1,006	4
				3 Aug. ,,	251	
Agamemnon	4,461	30 July ,,	573	9 Aug. ,,	573	10
Socotra	3,896	7 Aug. ,,	863	13 Aug. ,,	863	6
Antenor	3,562	13 Aug. ,,	1,301	17 Aug. ,,	741	8
				21 Aug. ,,	560	
					Average	9 days

4. TABLE of some TEA SHIPS with other CARGO discharged at the TILBURY DOCKS, with particulars of DATE of REPORT and ARRIVAL of TEAS by BARGE at BROOK'S WHARF, Upper Thames Street.

(*Handed in by Mr. H. T. Moore on the Eighth Day. See Question 2742.*)

SHIP'S NAME.	Registered Tonnage.	Date Ship reported at Custom House.	Gross Number of Packages.	Date Barge arrived and discharged into Brook's Wharf Warehouse.	Packages.	Days.
Kanaga Maru	3,703	25 April 1900	646	1 May 1900	646	6
Awa Maru	3,785	31 July ,,	1,135	8 Aug. ,,	1,018	14
				14 Aug. ,,	117	
Clan Urquhart	3,757	5 June ,,	236	11 June ,,	236	6
Clan MacNeill	1,591	30 June ,,	114	11 July ,,	114	11
Clan Farquhar	1,600	27 July ,,	365	7 Aug. ,,	365	11
Clan Mackay	1,654	7 Aug. ,,	120	16 Aug. ,,	120	9
Clan MacDonald	3,112	14 Sept. ,,	257	26 Sept. ,,	257	12
Clan Urquhart	3,757	25 Sept. ,,	813	6 Oct. ,,	813	11
Clan Forbes	1,543	15 Oct. ,,	348	22 Oct. ,,	348	7
					Average	9 days

Appendix.
8th Day, No. 5

5. Statement of Dock Charges on Grain in the Millwall and Surrey Commercial Docks.

(Handed in by Mr. Gordon Coombe on the Eighth Day. See Question 2812.)

Millwall Dock Company.

The following rates will apply to the undermentioned Grain and Seed in bulk discharged or landed in the Millwall Docks, except grain from the Persian Gulf, for which see separate tariff.

On Wheat, Beans, Pease, Lentils, Dari, Maize, Tares, Linseed, Rapeseed and Millet—
For working out, weighing and delivering overside - - - - - - - 1*s.* 9*d.* per ton.

On Barley and Malt—
Working out, weighing and delivering overside - - - - - - - - 1*s.* 11*d.* ,

On Oats and Hempseed—
Working out, weighing and delivering overside - - - - - - - - 2*s.* 0*d.* „

Badly damaged or badly heated grain will be subject to an extra charge.

Quay Rates. On all Grain specified above.

Landing, weighing at delivery and delivery, with rent from final day of discharge of parcel and insurance against fire as provided in the policies of the Fire Insurance Offices.

500 qrs. and over - 2 weeks, 1*s.* 9*d.* per ton
Under 500 qrs. - „ 2*s.* 3*d.* „ } 3 weeks, 2*s.* 9*d.* per ton ; 4 weeks, 3*s.* 6*d.* per ton.

For Quay Rates, Oats are taken at 38 lbs., Barley, 50 lbs., and Heavy Grain, 60 lbs. per bushel.

Should any parcel *at time of discharge* be declared on the 4 weeks rate, then on such parcel the rate will be 3*s.* per ton, also including 4 weeks' rent from date of final landing of the parcel.

At the expiration of 4 weeks, any quantity remaining will be subject to a rent charge of 3*d.* per ton per week (dated from the end of such 4 weeks), which will include insurance against fire as provided in the policies of the Fire Insurance Offices.

Note.—When the quantity does not reach 500 qrs., but the charge at 2*s.* 3*d.* per ton exceeds the amount of 500 qrs. at 1*s.* 9*d.* per ton, the latter amount only will be charged.

Damaged grain or Mixtures will be charged 4th week Rate, viz., 3*s.* 6*d.* per ton at time of landing.

Extra Charges.

Turning each time, 2*d.* per ton. Screening, 1*s.* per ton. Weighing over, 1*s.* per ton.

Remarks.

1. Public holidays do not count in the time allowed under First Quay Rate.

2. In the case of the First Quay Rate, where orders are lodged and barges in attendance, ready to receive, by 4 p.m. on the last day, the quantity covered by such orders and barges will be exempt from further charge, whether actually delivered on that day or not.

Deliveries to Railway Trucks.

Where orders for delivery to railway trucks are received before the time of discharge, then the charge for landing and delivery to railway trucks will be 6*d.* per ton, with a minimum charge of 2*s.* 6*d.*

The Company will not be answerable for any delay, loss, or damage arising from combinations or strikes, nor for any consequences arising therefrom.

Dock House, 1, Railway Place, Fenchurch Street, E.C. By order.
1st January, 1900.

Surrey Commercial Dock Company.

The following Rates will apply to the undermentioned Grain and Seed in bulk discharged or Landed in the Surrey Commercial Docks.

On Wheat, Beans, Pease, Lentils, Dari, Maize, Tares, Linseed, Rapeseed, and Millet—
For working out, weighing and delivering overside - - - - - - - 1*s.* 9*d.* per ton.

On Barley and Malt—
Working out, weighing and delivering overside - - - - - - - 1*s.* 11*d.* „

On Oats and Hempseed—
Working out, weighing and delivering overside - - - - - - 2*s.* 0*d.* „

Badly damaged or badly heated Grain will be subject to an extra charge.

QUAY RATES. ON ALL GRAIN SPECIFIED ABOVE.

Landing, weighing at delivery and delivery, with rent from final day of landing of parcel, and insurance against fire as provided in the policies of the Fire Insurance Offices.

500 qrs. and over - - -	2 weeks, 1*s.* 9*d.* per ton	3 weeks, 2*s.* 9*d.* per ton; 4 weeks, 3*s.* 6*d.* per ton.
Under 500 qrs. - - -	„ 2*s.* 3*d.* „	

If a parcel be declared on the 4 weeks' rate at time of landing, the rate will be 3*s.* per ton, to include 4 weeks' rent from date of final landing of such parcel.

For Quay Rates, Oats are taken at 38 lbs., Barley 50 lbs., and Heavy Grain 60 lbs. per bushel.

At the expiration of 4 weeks, any quantity remaining will be subject to a rent charge of 3*d.* per ton per week (dated from the end of such 4 weeks), which will include insurance against fire as provided in the policies of the Fire Insurance Offices.

NOTE.—When the quantity does not reach 500 qrs., but the charge at 2*s.* 3*d.* per ton exceeds the amount of 500 qrs. at 1*s.* 9*d.* per ton, the latter amount only will be charged.

Damaged Grain or Mixtures will be charged the 4 weeks' rate of 3*s.* 6*d.* per ton at time of landing.

EXTRA CHARGES.

Turning each time, 2*d.* per ton. Screening, 1*s.* per ton. Weighing over, 1*s.* per ton.

REMARKS.

1. Public holidays do not count in the time allowed under First Quay Rate.

2. In the case of the First Quay Rate, where orders are lodged and barges in attendance, ready to receive, by 4 p.m. on the last day, the quantity covered by such orders and barges will be exempt from further charge, whether actually delivered on that day or not.

The Company will not be answerable for any delay, loss, or damage arising from combinations or strikes, nor for any consequences arising therefrom.

J. GRIFFIN, Secretary.

Dock House, 106, Fenchurch Street, E.C.

1st August, 1894.

Appendix.
8th Day, No. 6

6. TABLE showing the AVERAGE TIME occupied in obtaining DELIVERY of CARGOES of COFFEE and TEA for the WHARF of Messrs. MAJOR AND FIELD, from VESSELS DISCHARGING in the VARIOUS DOCKS, and in the case of COFFEE at SOUTHAMPTON.

(Handed in by Mr. M. B. F. Major on the Eighth Day. See Question 2954.)

COFFEE.

LONDON DOCKS.

Rennie's Aberdeen Line from Natal.

SHIP.	Date of Report.	Packages.	First Freight Received.	Finished.	Time in Days.
Ifafa	4 January 1900	2,012	6 January 1900	8 January 1900	5
Inyati	26 February „	800	1 March „	—	4
Inyati	10 September „	1,724	11 September „	12 September „	3
Inanda	25 „ „	1,142	28 „ „	29 „ „	5
Insizwa	6 October „	2,031	9 October „	10 October „	5
		Average number of days, $4\frac{4}{5}$.			22

ROYAL ALBERT DOCKS.

Atlantic Transport Line.

Georgian	23 January 1900	808	29 January 1900	1 February 1900	10
Marquette	29 „ „	1,050	2 February „	5 „ „	8
Mesaba	1 February „	4,478	5 „ „	9 „ „	9
Menominee	19 „ „	683	22 „ „	—	4
Marquette	5 March „	565	9 March „	—	5
Mesaba	7 „ „	1,296	15 „ „	—	9
Manitou	17 „ „	375	22 „ „	—	6
Menominee	24 „ „	517	28 „ „	31 March 1900	8
Manitou	18 April „	1,523	24 April „	26 April „	9
Marquette	10 May „	1,835	14 May „	17 May „	8
Manitou	24 „ „	1,174	29 „ „	30 „ „	7
Mesaba	29 August „	582	5 September „	—	8
		Average number of days, $7\frac{7}{12}$.			91

ROYAL VICTORIA DOCKS.

Royal Mail Steam Packet Company.

Rosneath	21 February 1900	8,892	23 February 1900	1 March 1900	9
Derwent	1 March „	8,982	3 March „	9 „ „	9
Eleanora Mail	26 „ „	12,830	27 „ „	30 „ „	5
North Sea	6 April „	6,093	9 April „	12 April „	7
Lochiel	31 May „	6,813	1 June „	8 June „	9
		Average number of days, $7\frac{3}{5}$.			39

Company's Continental Lines discharging in River and St. Katharine Docks.

Portia (St. Katharine Dock)	19 June 1900	441	21 June 1900		3
Ophelia „ „	3 July „	332	6 July „		4
Virgo (River)	6 September „	500	7 September „		2
		Average number of days, 3.			9

SOUTHAMPTON.

Royal Mail Steam Packet Company.

Para	19 January 1900	1,122	23 January 1900	26 January 1900	8
Don	17 February „	880	24 February „	26 February „	10
Para	16 March „	670	21 March „	23 March „	8
Orinoco	30 March „	1,246	6 April „	7 April „	9
Don	27 April „	2,798	1 May „	7 May „	11
Atrato	28 May „	1,564	29 „ „	31 May „	4
Trent	7 June „	340	15 June „	19 June „	13
Orinoco	21 „ „	1,106	27 „ „	30 „ „	10
Para	20 July „	690	24 July „	27 July „	8
Trent	16 August „	490	22 August „	—	7
Severn	12 October „	800	18 October „	—	7
		Average number of days, $8\frac{7}{11}$.			95

Appendix.

8th Day, No. 6—continued.

6. TABLE showing the Average Time occupied in obtaining delivery of Cargoes of Coffee and Tea for the Wharf of Messrs. Major and Field, from Vessels discharging in the various Docks, and in the case of Coffee at Southampton—*continued.*

TEA

TILBURY DOCKS.

"Harrison" Line.

SHIP.	Date of Report.	Packages.	First Day of Landing.	Quantity Landed and Last Day of Landing from Bulk.		Time in Days.
Musician	2 January 1900	1,087	6 January 1900	326	13 January 1900	12
Workman	23 April „	652	25 April „	644	25 April „	3
Workman	27 July „	584	4 August „	575	4 August „	9
Statesman	10 August „	795	13 „ „	339	15 „ „	6
		Average number of days 7½.				30

"Japanese" Line.

Bingo Maru	4 January 1900	623	11 January 1900	586	11 January 1900	6
Sanuki Maru	17 „ „	1,577	20 „ „	613	25 „ „	9
Wakasa Maru	11 April „	553	17 April „	519	17 April „	7
Tamba Maru	22 June „	478	2 July „	462	2 July „	11
		Average number of days 8½.				33

"Clan" Line.

Clan MacCaulay	15 January 1900	1,108	18 January 1900	163	20 January 1900	6
Clan MacFarlane	22 February „	877	26 February „	200	28 February „	7
		Average number of days 6½.				13

"Glen" Line.

Glenshiel	19 July 1900	1,865	26 July 1900	1,522	26 July 1900	8
		Number of days 8.				

"Bibby" Line.

Shropshire	1 February 1900	1,285	2 February 1900	808	3 February 1900	3
		Number of days 3.				

TOTAL AVERAGE NUMBER OF DAYS 7¼.

VICTORIA DOCKS.

City Line.

City of Bombay	12 Sept. 1899	1,060	14 Sept. 1899	385	16 Sept. 1899	5
City of Edinburgh	14 October „	583	18 October „	574	18 October „	5
City of Oxford	13 November „	760	16 November „	309	18 November „	6
City of Oxford	5 June 1900	236	8 June 1900	236	8 June 1900	4
City of Calcutta	19 July „	373	23 July „	370	23 July „	5
City of Bombay	15 August „	944	17 August „	444	20 August „	3
City of Oxford	21 Sept. „	530	26 Sept. „	530	26 Sept. „	6
		Average number of days 4½.				34

Appendix.

8th Day, No. 6—continued.

6. TABLE showing the Average Time occupied in obtaining delivery of Cargoes of Coffee and Tea for the Wharf of Messrs. Major and Field, from Vessels discharging in the various Docks, and in the case of Coffee at Southampton—*continued.*

ROYAL ALBERT DOCKS.

"P. and O." Line.

SHIP.	Date of Report.	Packages.	First Day of Landing.	Quantity Landed and Last Day of Landing from Bulk.		Time in Days.
Borneo	1 January 1900	797	5 January 1900	276	13 January 1900	13
Malacca	15 „ „	4,467	17 „ „	321	24 „ „	10
Machason	11 „ „	415	18 „ „	325	18 „ „	8
Malta	23 „ „	726	30 „ „	634	30 „ „	8
Socotra	16 February „	1,759	19 February „	256	23 February „	
Sunda	19 „ „	1,366	21 „ „	659	22 „ „	4
Palawan	5 March „	750	8 March „	126	10 March „	6
Bombay	12 „ „	468	20 „ „	436	20 „ „	9
Java	21 May „	414	26 May „	369	26 May	6
Candia	7 June „	552	11 June „	538	11 June „	
Arcadia	18 „ „	641	27 „ „	521	27 „ „	10
Japan	9 July „	879	12 July „	735	12 July „	
Himalaya	17 „ „	582	24 „ „	565	24 „ „	8
		Average number of days, 7¾.				99

"Ocean" Line.

Menlaus	24 March 1900	722	29 March 1900	135	31 March 1900	8
Calchas	7 May ,	506	11 May „	483	11 May „	5
		Average number of days, 6½.				13

"Atlantic Transport" Line.

Manitou	18 April 1900	432	26 April 1900	405	26 April 1900	9
		Number of days, 9.				

TOTAL AVERAGE NUMBER OF DAYS, 7½.

SOUTH WEST INDIA DOCKS.

"Glen" Line.

Glenshiel	13 January 1900	428	20 January 1900	415	20 January 1900	8
		Number of days, 8.				

"Ben" Line.

Benlarig	16 February 1900	800	20 February 1900	778	20 February 1900	5
		Number of days, 5.				

TOTAL AVERAGE NUMBER OF DAYS, 6½.

NINTH DAY.

1.—TABLE showing the INCREASES of POPULATION within the COUNTY of LONDON since 1851.

Appendix.
9th Day, No. 1.

(Handed in by Sir Alexander Binnie on the Ninth Day. See Question 2999.)

		Average Increase per Annum.
Census, 1851	2,363,274	
Census, 1896	4,433,018	
Increase	2,069,744	45,994
Census, 1881	3,834,194	
Census, 1891	4,232,118	
Increase	397,924	39,790
Census, 1891	4,232,118	
Census, 1896	4,433,018	
Increase	200,900	40,180
Census, 189	4,433,018	
Registrar-General (middle of 1900)	4,611,262	
Increase	178,244	44,561

Appendix. 9th Day, No. 2.

2.—TABLE shewing for 17 Years, 1883 to 1899 inclusive, the AVERAGE NATURAL FLOW of the THAMES at TEDDINGTON WEIR (including the QUANTITY ABSTRACTED by the WATER COMPANIES); showing also the AVERAGE RAINFALL, and PERCENTAGES of EVAPORATION; FLOW from the GROUND; HOURS of SUNSHINE; DEGREES of HUMIDITY and TEMPERATURE for EACH MONTH.

(Handed in by Sir Alexander Binnie, on the Ninth Day. See Question 3155.)

Month.	1. Flow from the ground in cubic feet and gallons per second per 1,000 acres.	2.	3. Degrees of humidity.	4. Hours of sunshine.	5. Degrees of temperature.	6. Percentage of evaporation.	7. Percentage of flow from the ground.	8. Daily natural flow, million gallons.	9. Rainfall, inches.
	Gallons-10·47	Cubic feet. 1·68							
January			88·0	27·1	38·3	44·71	57·62	2,191·5	2·15
February	11·12	1·78	85·0	51·5	39·3	40·38	68·24	2,327·8	1·75
March	8·46	1·35	80·5	93·8	41·4	49·32	55·31	1,772·0	1·81
April	5·69	0·91	76·5	130·5	46·8	59·57	41·95	1,192·2	1·55
May	4·35	0·70	73·0	179·3	52·7	72·71	27·29	910·9	1·88
June	3·18	0·51	73·5	178·9	59·4	80·08	19·92	664·5	1·82
July	2·54	0·41	73·0	172·0	61·8	87·47	12·53	532·8	2·39
August	2·25	0·36	75·0	169·2	61·3	88·52	11·48	472·9	2·31
September	2·35	0·38	79·5	128·9	57·1	88·26	11·74	491·5	2·28
October	4·	0·64	84·5	79·2	48·7	84·40	15·60	838·4	3·04
November	7·69	1·23	87·5	41·4	44·1	69·92	30·08	1,608·5	2·92
December	8·52	1·36	87·5	21·0	39·1	58·57	41·90	1,785·5	2·40
	5·86	0·94	80·5	1,272·7	49·2	69·02	30·98	1,271·5	26·30

Appendix.
9th Day, No. 3.

3.—TABLE showing the DAILY AVERAGE NATURAL FLOW of the RIVER THAMES at TEDDINGTON WEIR in certain Periods during the Years 1884-5-7, 1893-4-5-6-8-9.

(*Handed in by Sir Alexander Binnie, on the Ninth Day. See Question 3155.*)

Date	Daily average "Natural flow" in Million Gallons, inclusive of the quantity abstracted by the Water Companies.	Quantity abstracted by Water Companies.	Percentage of abstraction to Natural flow.	Actual flow at Teddington Weir.
1	2	3	4	5
	million gallons.	m. galls.	per cent.	m. galls.
1884—5 months, July to November - - -	416·6	90·5	21·72	326·1
1885- 3 months, July to September - - -	393·0	94·9	24·15	298·1
1887—4 months, July to October- - - -	393·6	97·0	24·64	296·6
1893- 6 months, June to November - - -	413·6	107·4	25·97	306·2
1894—3 months, July to September - - -	512·3	110·3	21·53	402·1
,, —5 months, May to September - - -	590·6	108·7	18·41	481·9
1895—3 months, July to September - - -	430·0	126·6	29·44	303·4
,, -4 months, June to September - - -	439·2	126·9	28·89	312·3
,, —5 months, June to October - - -	449·7	125·6	27·93	324·1
1896—3 months, June to August - - - -	373·2	127·6	34·19	245·6
,, -4 months, May to August - - - -	414·5	126·0	30·40	288·5
1898—3 months, July to September - - -	268·6	132·8	49·44	135·8
,, —4 months, July to October - - -	304·7	131·3	43·09	173·5
,, —5 months, June to October - - -	353·1	129·6	36·70	223·5
1899—3 months, July to September - - -	268·2	146·9	54·77	121·3
,, 4 months, June to September - - -	293·8	144·0	49·01	149·8
,, 5 months, June to October - - -	312·4	140·4	44·94	172·0
,, 6 months, May to October - - -	372 1	136·3	36·63	235·8

4.—TABLE showing the EFFECT PRODUCED on the NATURAL and ACTUAL FLOW of the THAMES at TEDDINGTON WEIR due to the AVERAGE ABSTRACTION of 300 million gallons a day by the STAINES SCHEME with RESERVOIR CAPACITY of 28,000 million gallons, and a SUPPLY to LONDON given in the mean proportion of the years 1896 and 1897, the MINIMUM FLOW of the THAMES at TEDDINGTON WEIR being 200 million gallons a day.

(Handed in by Sir Alexander Binnie on the Ninth Day. See Question 3155.)

Year.	Daily average flows per annum at Teddington.			Number of days during which the actual flow of Thames fell below 200 m.g. per day.	Number of days on which Thames would be drawn upon for supply or to fill up reservoirs.	Number of days Thames would be reduced to 200 m.g. over Teddington Weir.	Natural flow of the Thames during the period of minimum flow in col. 7.			Actual flow of the Thames during the period of minimum flow in col. 7.			Rainfall for the year or period in inches.	Remarks on condition of Reservoirs.
	Natural flow.	Actual flow.	Resultant flow under Staines scheme.				Average.	Maximum.	Minimum.	Average discharge at Teddington.	Maximum.	Minimum.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	million gallons.	million gallons.	million gallons.	days.	days.	days.	million gallons.	million gallons.	million gallons.	million gallons.	million gallons.	million gallons.	inches.	
1885	1,174·8	1,093·5	892·6	10	315	129	425·3	699·3	263·8	334·3	620·0	166·0	29·15	Reservoirs full up to 17th June, fell to 7,130·8 million gallons on 10th September, and to 6,716 million gallons on 8th October.
1887	1,154·6	1,066·5	867·6	10	348	153	422·9	677·7	255·0	328·1	595·0	153·9	21·32	Reservoirs full up to 21st June, fell to 4,235·8 million gallons on 29th October.
1893	992·4	888·3	730·9	28	337	188	405·2	671·6	252·3	297·9	575·0	141·3	22·08	Reservoirs full up to 31st May, empty on 8th and 9th October, and bottom impurity drawn upon from 8th to 15th November to the extent of 820 million gallons.
1896	1,087·2	973·0	796·4	33	336	127	421·9	722·8	243·4	296·5	605·0	108·1	25·82	Reservoirs full up to 28th May, fell to 4,886·8 million gallons on 1st September.
Averages ...	1,102·2	1,005·3	821·9	20·2	334	149·2	418·8	692·8	253·6	314·2	598·7	142·3	28·5 mean of long period.	
As above, but with Reservoir capacity of 41,800 million gallons.														
1898 and up to 31 Oct., 1899.	888·3	769·1	648·2	200	604	350	348·5	734·1	175·0	217·8	624·0	42·3	41·73	Reservoirs full up to 15th June, 1898, empty on 27th October, 1899.

5.—TABLE showing the WATER AREA (approximate) of the DOCKS of LONDON in certain years from their inception to the present time.

(Compiled from Admiralty Dock Book, 1900, Lloyd's Register of British and Foreign Shipping, and miscellaneous sources.)

(Handed in by Mr. G. L. Gomme on the Ninth day. See Question 3186).

Name of Dock.	Area in the Year										
	1802	1811	1821	1831	1841	1851	1861	1871	1881	1891	1900
St. Katharine Docks :—	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
West Dock	—	—	—	4	4	4	4	4	4	4	4
East Dock	—	—	—	4 3/10	4 3/10	4 3/10	4 3/10	4 3/10	4 3/10	4 3/10	4 3/10
Basin	—	—	—	2	2	2	2	2	2	2	2
London Docks :—											
Western Dock	—	19 4/8	19 4/8	19 4/8	19 4/8	19 4/8	19 4/8	19 4/8	19 4/8	40	40
Wapping Basin	—	3 3/10	3 3/10	3 3/10	3 3/10	3 3/10	3 3/10	3 3/10	3 3/10		
Basin	—	—	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8		
Eastern Dock	—	—	—	6 2/8	6 2/8	6 2/8	6 2/8	6 2/8	6 2/8		
Shadwell Old Basin	—	—	—	—	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8		
Shadwell New Basin	—	—	—	—	—	—	—	6 1/8	6 1/8		
West India Docks :—											
Import	30	30	30	30	30	30	30	30	30	30	30
Export	24	24	24	24	24	24	24	24	24	24	24
Blackwall Basin	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4
Limehouse Basin	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Junction Dock	—	—	—	—	—	—	—	1	1	1	1
South Dock	—	—	—	—	—	—	—	26 3/4	26 3/4	26 3/4	26 3/4
South Dock Basin	—	—	—	—	—	—	—	5 1/4	5 1/4	5 1/4	5 1/4
East India Docks :—											
Import	—	17 1/4	17 1/4	17 1/4	17 1/4	17 1/4	17 1/4	17 1/4	17 1/4	17 1/4	17 1/4
Export	—	8	8	8	8	8	8	8	8	8	8
Basin	—	3	6	6	6	6	6	6	6	6	6
Royal Victoria Dock	—	—	—	—	—	—	90	90	90	90	90
Royal Albert Dock	—	—	—	—	—	—	—	—	87	87	87
Tilbury Docks :—											
Main Branch	—	—	—	—	—	—	—	—	—	23	23
Central Branch	—	—	—	—	—	—	—	—	—	11	11
Eastern Branch	—	—	—	—	—	—	—	—	—	9 1/4	9 1/4
Western Branch	—	—	—	—	—	—	—	—	—	9 1/4	9 1/4
Tidal Basin	—	—	—	—	—	—	—	—	—	17 1/2	19

Appendix. 9th Day, No. 5 —continued.

5.—TABLE showing the Water Area (approximate) of the Docks of London—(*continued*).

Name of Dock.	Area in the Year										
	1802	1811	1821	1831	1841	1851	1861	1871	1881	1891	1900
	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Ac	Acres.
Regent's Canal Dock	—	—	10	10	10	10	10	10	10	10	10
Millwall Dock :—											
Main	—	—	—	—	—	—	—	35½	35½	35½	35½
Outer	—	—	—	—	—	—	—				
Poplar Dock (North London Railway)	—	—	—	—	—	—	7½	7½	7½	7½	7½
Midland Railway Dock	—	—	—	—	—	—	—	—	—	—	
Surrey Commercial Docks :—											
South Dock	—	—	—	—	—	—	—	5¾	5¾	5¾	5¾
Greenland Dock	—	—	8¾	8¾	8¾	8¾	8¾	8¾	8¾	8¾	8¾
Norway Dock	—	—	$3\frac{3}{10}$	$3\frac{3}{10}$	$3\frac{3}{10}$	$3\frac{3}{10}$	$3\frac{3}{10}$	$3\frac{3}{10}$	$3\frac{3}{10}$	$3\frac{3}{10}$	$3\frac{3}{10}$
Lady Dock	—	—	8½	8½	8½	8½	8½	8½	8½	8½	8½
Acorn Pond	—	—	7½	$36\frac{1}{10}$	$36\frac{1}{10}$	$36\frac{1}{10}$	$36\frac{1}{10}$	$36\frac{1}{10}$	$36\frac{1}{10}$	$36\frac{1}{10}$	$36\frac{1}{10}$
Lavender Pond	—	—									
Stave Dock	—	—	5	5	5	5	5	5	5	5	5
Russia Dock	—	—	14	14	14	14	14	14	14	14	14
Surrey Basin	—	—	—	—	—	2¾	2¾	2¾	2¾	2¾	2¾
Island Dock	—	—	3½	3½	3½	3½	3½	3½	3½	3½	3½
Globe Dock	—	—	—	—	—	—	5½	5½	5½	5½	5½
Albion Dock	—	—	—	—	—	—	11⅛	11⅛	11⅛	11⅛	11⅛
Canada Dock	—	—	—	—	—	—	$15\frac{3}{10}$	$15\frac{3}{10}$	$15\frac{3}{10}$	$15\frac{3}{10}$	$15\frac{3}{10}$
Canada Pond	—	—	—	—	—	—	7⅞	7⅞	7⅞	7⅞	7⅞
Qeubec Pond	—	—	—	—	—	—	$13\frac{7}{10}$	$13\frac{7}{10}$	$13\frac{7}{10}$	$13\frac{7}{10}$	$13\frac{7}{10}$
Centre Pond	—	—	—	—	—	—	$11\frac{9}{10}$	$11\frac{9}{10}$	$11\frac{9}{10}$	$11\frac{9}{10}$	$11\frac{9}{10}$
	62¼	113½	178¼	223¾	225½	228¼	390¾	471¼	557¾	629½	631

6 TABLE showing the SHIPPING ENTERED at the PORT of LONDON in each YEAR, from 1798 to 1899.

Appendix.
9th Day, No. 6.

6. TABLE showing the SHIPPING ENTERED at the PORT

(*Handed in by Mr. G. L. Gomme on*

YEAR.	With Cargoes.					
	Foreign Trade.		Coastwise.		TOTAL.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
1	2	3	4	5	6	7
1798	3,420	627,087	10,133	1,250,449	13,553	1,877,536
99	3,414	673,473	11,163	1,411,878	14,577	2,085,351
1800-15	Information not available.					
1816	3,119	629,050				
17	4,102	772,030	Information	not available		
18	6,281	1,022,943				
19	4,379	820,527				
1820	4,210	777,858	17,017	Information not available		
21	3,571	675,067				
22	3,827	709,266				
23	3,896	773,156				
24	4,775	871,204				
25	5,732	1,060,687	Information	not available		
26	5,081	890,280				
27	5,546	990,110				
28	5,387	963,141				
29	5,402	999,675				
1830	5,178	951,729	19,057	2,436,701	24,235	3,388,430
31	5,697	1,050,147				
32	4,160	794,565				
33	4,482	854,172	Information	not available		
34	5,066	951,756				
35	4,837	929,148	20,471	2,764,982	25,308	3,694,130
36	5,310	1,027,921	20,765	2,810,878	26,075	3,838,799
37	5,626	1,061,923	21,322	2,911,736	26,948	3,973,659
38	6,093	1,171,827	21,592	2,908,176	27,685	4,080,003
39	7,255	1,346,030	21,112	2,828,701	28,367	4,174,731
1840	6,768	1,289,116	21,619	2,850,813	28,387	4,139,929
41	6,641	1,316,867	22,726	3,030,713	29,367	4,347,580
42	6,407	1,283,921	21,967	2,929,567	28,374	4,213,488
43	6,222	1,317,671	22,300	2,901,271	28,522	4,218,942
44	6,885	1,361,809	22,738	2,890,396	29,623	4,252,205
45	7,562	1,502,491	24,423	3,384,126	31,985	4,886,617
46	7,711	1,529,177	22,293	3,019,971	30,004	4,549,148

of LONDON in each year from 1798 to 1899.

the Ninth day. See Question 3206).

In Ballast.		Total Shipping.		Source of Information.
Number.	Tonnage.	Number	Tonnage.	
8	9	10	11	
				Port of London Committee, 1799, Second Report. Appendix (pp. 490—506)
				Parliamentary Paper No. 656 of 1851.—"Vessels and Tonnage, &c."
				Port of London Committee Report, 1836. Appendix (p. 230).
				Parliamentary Paper No. 656 of 1851.—"Vessels and Tonnage, &c."
Information	not available			Port of London Committee Report, 1836. Appendix (p. 230).
				Parliamentary Paper, No. 656 of 1851.—"Vessels and Tonnage, &c."
				Port of London Committee Report, 1836. Appendix (p. 230).
				Parliamentary Paper, No. 70 of 1846.—"Port of London."
Information	not available			
				Parliamentary Paper, No. 359 of 1852.—"Ships."

Appendix.

9th Day, No. 6 —continued.

6.—TABLE shewing the Shipping entered at the Port

YEAR.	With Cargoes.					
	Foreign Trade.		Coastwise.		TOTAL.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
1	2	3	4	5	6	7
1847	9,403	1,931,777	21,926	3,118,360	31,329	5,050,137
48	9,567	1,819,171	22,584	3,242,572	32,151	5,061,743
49	9,970	1,890,524	21,122	3,035,984	31,092	4,926,508
1850	9,914	1 904,948	21,755	3,250,908	31,669	5,155,856
51	10,341	2,170,322	21,008	3,122,855	31,349	5,293,177
52	9,986	2,160,157	21,070	3,231,822	31,056	5,391,979
	(a)	(a)				
53	11,639	2,530,488	20,832	3,191,449	32,471	5,721,937
54	10,808	2,596,784	20,328	3,155,412	31,136	5,752,196
55	9,624	2,376,047	19,040	2,852,223	28,664	5,228,270
56	9,696	2,559,806	18,989	2,923,550	28,685	5,483,356
57	10,539	2,779,682	17,990	2,996,606	28,529	5,776,288
58	11,083	2,931,552	17,538	2,951,037	28,621	5,882,589
59	10,694	2,802,463	18,701	3,097,300	29,395	5,899,763
1860	11,108	2,957 082	18,365	3,154,561	29,473	6,111,643
61	10,769	3,128,135	17,406	3,171,076	28,175	6,299,211
62	11,549	3,313,078	17,295	3,143,524	28,844	6,456,602
63	11 521	3,411,880	17,040	3,144,137	28,561	6,556,017
64	11,126	3,333,025	15,184	2,976,167	26,310	6,309,192
65	11,525	3,615,654	14,923	3,065,380	26,448	6,681,034
66	11,616	3,791,597	14,015	3,021,406	25,631	6,813,003
67	10,878	3,687,878	13,370	2,935,656	24,248	6,623,534
68	11,141	3,775,502	13,134	2,827,175	24,275	6,602,677
69	11,267	3,896,380	12,599	2,797,481	23,866	6,693,861
1870	10,727	4,031,263	12,793	2,849,872	23,520	6,881,135
71	10,654	4,181,059	11,763	2,667,583	22,417	6,848,642
72	11,347	4,272,884	11,028	2,514,794	22,375	6,787,678
			(b)			(b)
73	10,804	4,480,933	27,793	3,295,107	38,597	7,776,040
74	11,241	4,671,676	30,828	3,505,449	42,069	8,177,125
75	11,078	4,823,583	31,458	3,823,386	42,536	8,646,969
76	11,298	5,202,432	32,282	3,872,087	43,580	9,074,519
77	11,827	5,583,792	33,446	3,806,727	45,273	9,390,519
78	10,992	5,250,814	33,793	3,869,460	44,785	9,120,274
79	10,725	5,509,020	35,024	4,098,433	45,749	9,607,453

Prior to 1853 figures in columns 2 and 3 include vessels entered in ballast.

Afte 1872 there is an alteratio in the basis adopted in the official returns as regards the trade

of London in each year from 1798 to 1899—*continued.*

In Ballast.		Total Shipping.		Source of Information.
Number.	Tonnage.	Number.	Tonnage.	
8	9	10	11	
				Parliamentary Paper, No. 359 of 1852—"Ships.
Information	not available			Annual Statements of Trade and Navigation.
1,166	111,724	39,763	7,887,764	
1,778	160,283	43,847	8,337,408	
1,459	156,837	43,995	8,803,806	Annual Statements of Navigation and Shipping
1,241	135,206	44,821	9,209,725	
2,415	309,589	47,688	9,700,108	
2,943	296,179	47,728	9,416,453	
3,131	384,005	48,880	9,991,458	

coastwise, due to the inclusion after that year of vessels carrying "articles exempt from coast regulations."

Appendix.

9th Day, No. 6 —continued.

6.—TABLE shewing the Shipping entered at the Port

YEAR	With Cargoes.					
	Foreign Trade.		Coastwise.		TOTAL.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
	2	3	4	5	6	7
1880	10,842	5,819,950	35,686	4,258,622	46,528	10,078,578
81	10,245	5,664,761	36,323	4,336,765	46,568	10,001,526
82	10,534	5,956,560	36,115	4,291,477	46,649	10,248,037
83	10,615	6,447,269	37,663	4,555,499	48,278	11,002,768
84	10,409	6,591,225	37,780	4,754,317	48,189	11,345,542
85	10,190	6,770,622	36,717	4,978,148	46,907	11,748,770
86	9,991	6,704,792	35,448	4,892,964	45,439	11,597,756
87	10,145	6,757,162	38,200	5,162,765	48,345	11,919,927
88	10,385	7,291,825	38,828	5,307,626	49,213	12,599,451
89	10,493	7,360,213	37,970	4,995,031	48,463	12,355,244
1890	10,343	7,532,174	35,333	5,075,253	45,676	12,607,427
91	9,965	7,446,776	35,590	5,189,858	45,555	12,636,634
92	10,106	7,672,216	37,024	5,253,483	47,130	12,925,699
93	9,841	7,660,202	38,074	5,790,777	47,915	13,450,979
94	10,224	8,176,817	36,303	5,827,148	46,527	14,003,965
95	10,084	8,352,345	36,231	5,857,940	46,315	14,210,285
96	10,772	8,813,752	38,641	6,160,610	49,413	14,974,362
97	10,734	8,957,104	37,437	6,230,157	48,171	15,187,261
98 (c)	11,119	9,285,980	13,354 (c)	5,378,513 (c)	24,473	14,664,493
99 (c)	10,868	9,244,593	12,843 (c)	5,438,378 (c)	23,7 1	14,682,971

(c) 1898 and 1899—Excluding vessels trading within the Estuary of the Thames within the Ports of

of London in each year from 1798 to 1899—*continued.*

In Ballast		Total Shipping.		Source of Information.
Number.	Tonnage	Number.	Tonnage.	
8	9	10	11	
3,376	375,593	49,904	10,454,171	Annual Statements of Navigation and Shipping.
3,150	354,421	49,718	10,355,947	
4,202	438,025	50,851	10,686,062	
4,822	437,939	53,100	11,440,707	
4,461	449,949	52,650	11,795,491	
5,478	455,091	52,385	12,203,861	
5,172	390,371	50,611	11,988,127	
4,656	387,239	53,001	12,307,166	
5,868	515,450	55,081	13,114,901	
5,072	527,027	53,535	12,882,271	
5,275	534,028	50,951	13,141,455	
6,077	580,312	51,632	13,216,946	
6,188	638,945	53,318	13,564,644	
7,020	498,632	54,935	14,949,611	
7,779	798,843	54,306	14,802,808	
7,601	781,009	53,916	14,991,294	
7,397	845,378	56,810	15,819,740	
6,965	830,119	55,136	16,017,380	
2,510 (*c*)	622,959	26,983 (*c*)	15,287,452 (*c*)	
2,515 (*c*)	705,257	26,226 (*c*)	15,388,228 (*c*)	

London, Rochester, Faversham, and Colchester, which have ceased to be recorded in the official returns.

Appendix.
9th Day, No. 7.

7. TABLE showing the SHIPPING CLEARED from the

(Handed in by Mr. G. L. Gomme

Year	With Cargoes.					
	Foreign Trade.		Coastwise.		TOTAL.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
1	2	3	4	5	6	7
1798	2,841	509,534	5,007	500,700	7,848	1,010,234
99	2,518	521,311	4,913	491,300	7,431	1,012,611
1800—15	Information not available.					
1816	3,077	618,823				
17	3,411	654,855				
18	4,788	835,515				
19	3,558	675,031				
1820	3,188	622,244				
21	2,811	575,454				
22	2,715	552,511				
23	2,983	647,218				
24	3,629	736,425				
25	3,676	768,802				
26	3,635	701,654				
27	4,017	781,972				
28	4,112	816,868				
29	4,638	896,597				
1830	4,012	792,041				
31	4,612	926,125				
32	3,667	750,838				
33	3,784	764,160				
34	4,167	827,051	Information not available.			
35	3,976	828 401				
36	4,408	919,565				
37	4,460	902,922				
38	4,978	1,057,960				
39	5,723	1,158,828				
1840	5,480	1,151,595				
41	5,047	1,064,662				
42	4,569	1,002,347				
43	4,612	1,042,833				
44	5,225	1,108,210				
45	5,588	1,186,366				
46	5,796	1,238,908				
47	6,938	1,510,934				
48	6,133	1,344 637				
49	6,63[illegible]	1,[illegible]35,346				
1850	6,523	1,384,683				
51	6,829	1,579,255				
52	7,017	1,643,860				

(b)——————————(b)

(a) Columns 8–11—Excluding vessels cleared *coastwise* in

(b) Prior to 1853 figures in columns 2 and 3 include

PORT of LONDON in each year from 1798 to 1899.

on the Ninth day. See Question 3206.)

In Ballast.		Total Shipping.		Source of Information.
Number. (*a*)	Tonnage. (*a*)	Number. (*a*)	Tonnage. (*a*)	
8	9	10	11	
Information not available.				Port of London Committee 1799, Second Report. Appendix (pp. 490—506). Port of London Committee 1800 Report. Appendix (pp. 557—9).
				Parliamentary Paper, No. 656 of 1851. "Vessel and Tonnage, &c."

ballast, of which no record was kept prior to 1898.
vessels cleared in ballast..

Appendix.

9th Day, No. 7 —continued.

7. TABLE shewing the Shipping cleared from the

Year.	With Cargoes.					
	Foreign Trade.		Coastwise.		TOTAL.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
1	2	3	4	5	6	
53	4,745	1,262,743	9,286	984,484	14,031	2,247,227
54	4,805	1,341,007	8,886	934,849	13,691	2,275,856
55	4,890	1,349,542	8,483	878,182	13,373	2,227,724
56	5,221	1,533,926	9,059	976,232	14,280	2,510,158
57	5,318	1,561,221	8,726	1,026,095	14,044	2,587,316
58	5,056	1,599,283	8,548	1,016,267	13,604	2,615,550
59	5,070	1,569,904	9,092	1,076,265	14,162	2,646,169
1860	5,003	1,568,930	8,818	1,077,004	13,821	2,645,934
61	5,596	1,643,680	8,083	1,061,365	13,679	2,705,045
62	5,262	1,775,753	8,147	1,060,112	13,409	2,835,865
63	5,530	1,906,126	8,290	1,123,584	13,820	3,029,710
64	5,158	1,786,134	7,801	1,068,334	12,959	2,854,468
65	5,265	1,842,136	8,035	1,121,864	13,300	2,964,000
66	5,292	1,914,384	7,627	1,129,958	12,919	3,044,342
67	5,194	1,942,201	7,755	1,130,474	12,949	3,072,675
68	5,427	2,039,753	8,173	1,181,126	13,600	3,220,879
69	5,763	2,206,306	8,731	1,152,100	14,494	3,358,406
1870	5,563	2,207,037	9,125	1,203,592	14,688	3,410,629
71	6,317	2,506,204	9,879	1,279,474	16,196	3,785,678
72	6,033	2,560,067	10,482	1,316,741	16,515	3,876,808
73	6,063	2,688,821	10,404	1,278,683	16,347	3,967,504
74	6,199	2,899,671	9,882	1,247,548	16,081	4,147,219
75	6,209	2,945,204	9,264	1,318,534	15,473	4,263,738
76	6,272	3,134,525	9,611	1,369,148	15,883	4,503,673
77	6,228	3,138,779	9,564	1,358,844	15,792	4,497,623
78	6,156	3,174,696	9,981	1,403,918	16,137	4,578,614
79	6,115	3,272,649	9,790	1,378,058	15 905	4,650,707
1880	6,375	3,607,952	10,088	1,418,296	16,463	5,026,248
81	6,322	3,686,982	10,470	1,453,715	16,792	5,140,697
82	6,357	3,702,898	11,579	1,475,319	17,936	5,178,217
83	6,314	3,853,681	13,026	1,629,699	19,340	5,483,380
84	6,445	4,127,045	13,394	1,757,565	19,839	5,884,610
85	6,310	4,242,837	13,312	1,769,578	19,622	6,012,415
86	6,323	4,418,999	13,319	1,764,732	19,642	6,183,731
87	6,334	4,320,304	14,519	1,909,200	20,853	6,229,504

(a) Columns 8-11—Excluding vessels cleared *coastwise* in

Port of London in each year from 1798 to 1899—*continued.*

In Ballast.		Total Shipping.		Source of Information.
Number, (*a*)	Tonnage (*a*)	Number, (*a*)	Tonnage, (*a*)	
8	9	10	11	
4,016	744,349	18,047	2,991,576	
3,369	786,412	17,060	3,062,268	
2,590	599,157	15,963	2,826,881	
2,162	582,644	16,442	3,092,802	
2,528	582,663	16,572	3,169,979	
2,565	623,367	16,169	3,238,917	
2,940	653,352	17,102	3,299,521	
3,338	725,703	17,159	3,371,637	
2,853	784,626	16,532	3,489,671	Annual Statements of Trade and Navigation.
2,914	732,772	16,323	3,568,637	
2,637	684,695	16,457	3,714,405	
2,538	635,287	15,497	3,489,755	
2,828	785,673	16,128	3,749,673	
2,360	679,725	15,279	3,724,067	
1,999	593,954	14,948	3,666,629	
2,148	660,699	15,748	3,881,578	
2,417	777,634	16,911	4,136,040	
2,349	819,879	17,037	4,230,508	
2,052	817,084	18,248	4,602,762	
2,060	741,698	18,575	4,618,506	
2,548	1,008,192	18,895	4,975,696	
2,682	1,048,665	18,763	5,195,884	
2,344	969,978	17,817	5,233,716	
2,526	1,129,871	18,409	5,633,544	
2,735	1,283,094	18,527	5,780,717	
2,626	1,214,368	18,763	5,792,982	
2,447	1,159,272	18,352	5,809,979	Annual Statements of Navigation and Shipping.
2,166	998,689	18,629	6,024,937	
1,759	791,278	18,551	5,931,975	
1,955	942,753	19,891	6,120,970	
1,832	956,999	21,172	6,440,379	
1,616	869,788	21,455	6,754,398	
1,586	903,645	21,208	6,916,060	
1,432	796,985	21,074	6,980,716	
1,760	963,845	22,613	7,193,349	

ballast, of which no record was kept prior to 1898.

Appendix.

9th Day No. 7 —continued.

7.—TABLE showing the Shipping cleared from the

Year.	With Cargoes.					
	Foreign Trade.		Coastwise.		TOTAL.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
1	2	3	4	5	6	7
88	6,371	4,618,993	16,011	2,026,973	22,382	6,645,966
89	6,450	4,711,458	16,483	1,994,016	22,933	6,705,474
1890	6,547	5,027,777	15,891	2,049,017	22,438	7,076,794
91	6,259	5,004,190	15,904	2,063,203	22,163	7,067,393
92	6,378	5,187,898	16,585	2,155,813	22,963	7,343,711
93	6,039	4,804,519	17,211	2,205,698	23,250	7,010,217
94	6,271	5,245,456	17,836	2,352,568	24,107	7,598,024
95	6,241	5,293,372	16,794	2,320,505	23,035	7,613,877
96	6,722	5,679,601	17,601	2,330,362	24,323	8,009,963
97	6,818	5,869,729	16,226	2,305,675	23,044	8,175,404
98 (c)	6,997	6,212,918	10,257 (c)	2,299,995 (c)	17,254	8,512,913
99 (c)	6,831	6,042,050	9,818 (c)	2,208,683 (c)	16,649	8,250,733

(a) Columns 8—11—Excluding vessels cleared *coastwise* in ballast, of which no record was kept prior to
(c) 1898 and 1899—Excluding vessels trading within the Estuary of the Thames, within the Ports of
(d) 1898 and 1899—Number and Tonnage of vessels cleared *coastwise* in ballast.

Port of London in each year from 1798 to 1899—*continued.*

Appendix.

9th Day, No. 7 —continued.

In Ballast.		Total Shipping.		Source of Information.
Number. (a)	Tonnage. (a)	Number. (a)	Tonnage. (a)	
8	9	10	11	
1,548	851,919	23,930	7,497,885	Annual Statements of Navigation and Shipping—continued.
1,579	855,162	24,512	7,560,636	
1,409	744,285	23,847	7,821,079	
1,389	783,362	23,552	7,850,755	
1,472	861,615	24,435	8,205,326	
1,312	831,135	24,562	7,841,352	
1,387	886,256	25,494	8,484,280	
1,262	816,953	24,297	8,430,830	
1,419	909,309	25,742	8,919,272	
1,348	817,005	24,392	8,992,409	
(c) 1,401 / 8,978 (d)	(c) 945,520 / 5,468,887 (d)	(c) 18,655 / 8,978 (d)	(c) 9,458,433 / 5,468,887 (d)	
(c) 1,421 / 8,443 (d)	(c) 1,049,075 / 5,325,454 (d)	(c) 18,070 / 8,443 (d)	(c) 9,299,808 / 5,325,454 (d	

on, Rochester, Faversham and Colchester, which have ceased to be recorded in the official returns.

Appendix.
9th Day, No. 8.

8. TABLE showing the AVERAGE TONNAGE of the SHIPPING

[Figures as to number and total tonnage are obtained from "Ships" (1852), "Trade

(*Handed in by Mr. G. L. Gomme*

Year.	WITH CARGOES.						IN	
	Sailing Vessels.			Steam Vessels.			Sailing Vessels.	
	Number.	Tonnage.	Average Tonnage.	Number.	Tonnage.	Average Tonnage.	Number.	Tonnage.
1841	27,392	3,877,205	142	1,975	470,375	238		
1842	26,363	3,709,394	141	2,011	504,094	251		
1843	26,524	3,698,157	140	1,998	520,785	261		
1844	27,626	3,725,536	135	1,997	526,669	264		
1845	30,086	4,373,624	145	1,899	512,993	270		
1846	27,890	3,981,467	143	2,114	567,681	269		
1847	29,030	4,443,606	153	2,299	606,531	264		
1848	29,933	4,468,006	149	2,218	593,737	268		
1849	28,770	4,309,738	149	2,322	616,770	266		
1850	29,026	4,441,693	153	2,643	714,163	270		
1851	28,708	4,575,208	159	2,641	717,969	272		
1852	28,026	4,553,110	162	3,030	838,869	277		
1853 (a)	29,146	4,786,752	164	3,325	935,185	281 (a)		
1854	27,621	4,685,264	170	3,515	1,066,932	304		
1855	25,631	4,315,629	168	3,033	912,641	301		
1856	24,933	4,299,170	172	3,752	1,184,186	316		
1857	23,850	4,226,553	177	4,679	1,549,735	331	Information not available	
1858	23,766	4,250,042	179	4,855	1,632,547	336		
1859	24,542	4,276,593	174	4,853	1,623,170	334		
1860	24,341	4,359,473	179	5,132	1,752,170	341		
1861	22,966	4,390,901	191	5,209	1,908,310	366		
1862	23,174	4,322,789	187	5,670	2,133,813	376		
1863	22,607	4,222,837	187	5,954	2,333,180	392		
1864	19,996	3,781,969	189	6,314	2,527,223	400		
1865	19,629	3,817,620	194	6,819	2,863,414	420		
1866	17,973	3,540,630	197	7,658	3,272,373	427		
1867	16,631	3,355,869	202	7,617	3,267,665	429		
1868	16,822	3,431,049	204	7,453	3,171,628	426		
1869	15,741	3,303,951	210	8,125	3,389,910	417		
1870	15,538	3,379,043	217	7,982	3,502,092	439		
1871	14,192	3,115,024	219	8,225	3,733,618	454		
1872	13,773	2,793,529	203	8,602	3,994,149	464		
1873 (b)	29,045	3,539,713	122	9,552	4,236,327	444 (b)	1,057	65,120
1874	31,957	3,672,265	115	10,112	4,504,860	445	1,636	93,787
1875	31,605	3,561,465	113	10,931	5,085,504	465	1,295	91,398

(*a*) Prior to 1853 the figures include vessels in the foreign trade entering in ballast.
(*b*) After 1872 there is an alteration in the basis adopted in the official returns, due to

ENTERED at the PORT of LONDON in each year from 1841 to 1899.

and Navigation" (1853–70), and "Navigation and Shipping" (1871–99) Returns.]

on the Ninth Day See Question 3212).

BALLAST.		TOTAL SHIPPING.					
Steam Vessels.		Sailing Vessels.			Steam Vessels.		
Number.	Tonnage.	Number.	Tonnage.	Average Tonnage.	Number.	Tonnage.	Average Tonnage.
109	46,604	30,102	3,604,833	120	9,661	4,282,931	443
142	66,496	33,593	3,766,052	112	10,254	4,571,356	446
164	65,439	32,900	3,652,863	111	11,095	5,150,943	464

the inclusion after that year of vessels carrying "articles exempt from coast regulations."

'Appendix.

9th Day, No. 8 —continued.

8. Table showing the average tonnage of the Shipping entered ac

Year.	WITH CARGOES.						IN	
	Sailing Vessels.			Steam Vessels.			Sailing Vessels.	
	Number.	Tonnage.	Average Tonnage.	Number.	Tonnage.	Average Tonnage.	Number.	Tonnage.
1876	32,468	3,809,276	117	11,112	5,265,243	474	1,035	68,616
1877	34,306	3,931,557	115	10,967	5,458,962	498	1,443	138,610
1878	34,027	3,663,713	108	10,758	5,456,561	507	1,971	134,154
1879	34,434	3,622,687	105	11,315	5,984,766	529	2,215	182,601
1880	34,592	3,548,465	103	11,936	6,530,113	547	2,437	184,974
1881	34,745	3,321,614	96	11,823	6,679,912	565	2,170	183,707
1882	34,184	3,112,674	91	12,465	7,135,363	572	3,156	226,877
1883	34,937	3,134,458	90	13,341	7,868,310	590	3,771	240,677
1884	34,249	2,928,381	86	13,940	8,417,161	604	3,681	251,810
1885	32,408	2,782,152	86	14,499	8,966,618	618	4,612	268,163
1886	30,929	2,755,769	89	14,510	8,841,987	609	4,634	262,809
1887	32,774	2,723,144	83	15,571	9,196,783	591	4,108	274,195
1888	33,168	2,659,205	80	16,045	9,940,246	620	4,549	316,807
1889	32,778	2,578,506	78	15,685	9,776,738	623	3,781	282,306
1890	29,866	2,413,319	81	15,810	10,194,108	644	3,928	271,485
1891	29,587	2,282,159	77	15,968	10,354,475	648	4,697	324,541
1892	30,902	2,416,599	78	16,228	10,509,100	648	4,680	278,452
1893	30,027	2,241,535	75	17,888	11,209,444	627	6,186	337,755
1894	28,952	2,219,446	77	17,575	11,784,519	670	6,476	367,401
1895	28,797	2,222,813	77	17,518	11,987,472	684	5,782	343,601
1896	30,717	2,218,472	72	18,696	12,755,890	682	5,836	354,352
1897	29,039	2,070,404	71	19,132	13,116,857	686	5,439	394,103
1898 (c)	5,551	1,141,999	206	18,922	13,522,494	715	1,289	131,175
1899 (c)	5,130	1,101,291	215	18,581	13,581,680	731	1,325	106,665

c) 1898 and 1899—The returns in these years exclude vessels trading within the Estuary

the Port of London in each year from 1841 to 1899.—*continued.*

BALLAST.		TOTAL SHIPPING.					
Steam Vessels.		Sailing Vessels.			Steam Vessels.		
Number.	Tonnage.	Number.	Tonnage.	Average Tonnage.	Number.	Tonnage.	verage Tonnage.
206	66,590	33,503	3,877,892	116	11,318	5,331,833	471
972	170,979	35,749	4,070,167	114	11,939	5,629,941	472
972	162,025	35,998	3,797,867	106	11,730	5,618,586	479
916	201,404	36,649	3,805,288	104	12,231	6,186,170	506
939	190,619	37,029	3,733,439	101	12,875	6,720,732	522
980	170,714	36,915	3,505,321	95	12,803	6,850,626	535
1,046	211,148	37,340	3,339,551	89	13,511	7,346,511	544
1,051	197,262	38,708	3,375,135	87	14,392	8,065,572	560
780	198,139	37,930	3,180,191	84	14,720	8,615,300	585
866	186,928	37,020	3,050,315	82	15,365	9,153,546	596
538	127,562	35,563	3,018,578	85	15,048	8,969,549	596
548	113,044	36,882	2,997,339	81	16,119	9,309,827	578
1,319	198,643	37,717	2,976,012	79	17,364	10,138,889	584
1,291	244,721	36,559	2,860,812	78	16,976	10,021,459	590
1,347	262,543	33,794	2,684,804	79	17,157	10,456,651	609
1,380	255,771	34,284	2,606,700	76	17,348	10,610,246	612
1,508	360,493	35,582	2,695,051	76	17,736	10,869,593	613
834	160,877	36,213	2,579,290	71	18,722	11,370,321	607
1,303	431,442	35,428	2,586,847	73	18,878	12,215,961	647
1,819	437,408	34,579	2,566,414	74	19,337	12,424,880	643
1,561	491,026	36,553	2,572,824	70	20,257	13,246,916	654
1,526	436,016	34,478	2,464,507	71	20,658	13,552,873	656
1,221	491,784	6,840	1,273,174	186	20,143	14,014,278	696
1,190	598,592	6,455	1,207,956	187	19,771	14,180,272	717

the Thames, within the Ports of London, Rochester, Colchester and Faversham.

Appendix. 9th Day, No 9.

9. TABLE giving a CLASSIFICATION according to TONNAGE of the STEAM VESSELS ENGAGED in

[Registered under the Merchant Shipping Act, 1894.—"Trade and Navigation"

(*Handed in by Mr. G. L. Gomme*

Year.	Number of STEAM											
	Under 50	50 to 100	100 to 200	200 to 300	300 to 400	400 to 500	500 to 600	600 to 700	700 to 800	800 to 900	900 to 1,000	1,000 to 1,200
1860	15	38	31	58	44	62	22	28	21	11	21	38
1861	12	24	40	61	46	65	31	24	28	12	24	39
1862	20	25	43	50	53	77	39	31	31	11	22	40
1863	26	27	62	50	54	85	39	34	31	15	24	44
1864	21	31	82	80	68	94	57	47	40	24	26	49
1865	26	27	67	69	65	89	81	51	36	25	34	64
1866	28	22	57	58	63	116	91	58	34	34	32	61
1867	26	24	56	59	64	117	110	48	43	33	32	71
1868	34	25	41	49	73	125	105	57	53	44	37	71
1869	15	14	26	56	44	118	99	64	48	53	46	76
1870	35	27	30	57	57	107	93	73	67	63	60	76
										800 to 1,000		
1871	19	24	28	43	53	124	92	91	89	144		101
1872	24	30	42	46	60	130	141	142	117	206		113
1873	22	18	32	39	53	144	148	163	139	225		125
1874	25	20	40	44	55	132	144	183	143	250		142
1875	13	18	29	32	47	94	102	156	148	239		157
1876	9	12	27	39	56	101	103	157	139	256		162
1877	8	14	26	33	56	133	118	173	162	265		198
1878	14	15	29	35	59	136	125	189	160	312		232
1879	16	9	42	47	82	149	142	193	159	361		264
1880	10	16	27	59	90	171	153	200	187	426		300
1881	12	22	37	66	96	157	155	204	209	455		348
1882	21	16	40	53	70	123	125	168	204	485		409
1883	17	18	31	67	94	162	153	195	271	527		475
1884	20	18	43	48	86	137	132	182	264	535		498
1885	19	12	39	52	88	130	120	173	265	544		518
1886	14	17	22	45	76	117	113	170	244	535		520
1887	24	13	15	51	67	111	111	179	242	517		515
1888	22	17	24	58	79	112	121	185	241	528		536
1889	22	25	24	52	72	102	120	187	236	521		557
1890	18	15	27	50	63	90	118	160	236	519		563
1891	13	11	23	41	53	74	106	156	225	490		558
1892	8	14	21	35	45	69	90	143	197	455		535
										800 to 900	900 to 1,000	
1893	13	12	18	35	48	62	83	130	193	225	197	509
1894	10	8	17	29	43	54	72	127	192	215	190	489
1895	12	11	18	28	44	59	73	121	186	200	179	485
1896	18	8	25	39	49	56	74	113	181	191	165	452
1897	6	10	18	30	39	54	65	100	159	170	156	421
1898	6	10	22	40	45	54	63	91	144	157	141	389
1899	3	11	28	30	37	44	65	82	137	146	124	363

the FOREIGN TRADE BELONGING to the UNITED KINGDOM in each Year from 1860 to 1899.

(1860–70) and "Navigation and Shipping" (1871–99) Returns.]

on the Ninth Day. See Question 3212).

Vessels of a Tonnage of												Year.
1,200 to 1,400	1,400 to 1,600	1,600 to 1,800	1,800 to 2,000	2,000 to 2,200	2,200 to 2,400	2,400 to 2,600	2,600 to 2,800	2,800 to 3,000	Over 3,000	Total.		
32	13	6	2	4	—	—	—	—	1	447		1860
35	17	11	3	4	—	—	—	—	1	477		1861
28	16	15	3	4	1	—	—	—	1	510		1862
31	23	18	2	4	1	3	—	—	1	574		1863
43	32	20	4	4	1	1	1		—	727		1864
47	31	24	7	5	1	2	—	4	1	756		1865
48	36	26	6	6	3	1	3	—	1	784		1866
56	44	24	12	6	4	2	2	—	1	834		1867
56	41	24	12	7	5	1	2	—	—	862		1868
50	40	27	17	8	4	2	2	—	1	810		1869
56	47	35	22	12	8	5	2	1	2	935		1870
1,200 to 1,500		1,500 to 2,000		2,000 to 2,500		2,500 to 3,000						
119		94		36		6			3	1,066		1871
143		113		43		8			6	1,364		1872
158		143		46		17			7	1,479		1873
167		165		55		24			8	1,597		1874
175		162		60		25			8	1,465		1875
178		154		62		26			8	1,489		1876
196		155		68		28			7	1,640		1877
230		176		71		30			7	1,820		1878
253		189		78		34			9	2.027		1879
322		191		97		34			10	2,293		1880
393		215		114		47			16	2,546		1881
438		261		130		62			21	2,626		1882
492		303		143		75			24	3,047		1883
529		303		149		85			30	3,059		1884
549		311		154		87			32	3,093		1885
550		313		160		90			32	3,018		1886
567		345		178		92			36	3,063		1887
608		418		197		98			40	3,284		1888
698		497		219		108			44	3,484		1889
743		579		247		122			51	3,601		1890
753		652		264		139			74	3,632		1891
737		703		282		147			96	3,577		1892
1,200 to 1,400	1,400 to 1,600	1,600 to 1,800	1,800 to 2,000	2,000 to 2,200	2,200 to 2,400	2,400 to 2,600	2,600 to 2,800	2,800 to 3,000	3,000 to 3,500	3,500 to 4,000	Over 4,000		
465	455	293	243	164	97	84	83	45	77	25	13	3,569	1893
459	453	306	277	179	112	96	86	46	90	32	19	3,601	1894
452	456	313	303	181	127	102	85	58	103	39	26	3,661	1895
434	445	338	325	201	145	103	80	67	107	49	36	3,701	1896
424	427	340	341	215	160	110	88	66	119	56	45	3,619	1897
410	418	350	371	234	182	122	98	74	124	66	66	3.677	1898
383	395	339	370	253	222	151	103	77	134	70	98	3,665	1899

Appendix.
9th Day, No 10.

10. TABLE giving a CLASSIFICATION according to TONNAGE of the SAILING VESSELS ENGAGED in

[Registered under the Merchant Shipping Act, 1894.—"Trade and Navigation"

(*Handed in by Mr. G. L. Gomme*

Year.	Number of SAILING											
	Under 50	50 to 100	100 to 200	200 to 300	300 to 400	400 to 500	500 to 600	600 to 700	700 to 800	800 to 900	900 to 1,000	1,000 to 1,200
1860	40	432	1,408	1,347	1,154	639	439	314	265	224	182	259
1861	31	419	1,421	1,334	1,128	644	444	317	266	244	197	272
1862	58	427	1,432	1,381	1,126	638	443	332	269	257	213	306
1863	46	402	1,505	1,340	1,135	654	447	353	299	271	231	400
1864	31	355	1,444	1,341	1,161	692	481	361	320	278	255	481
1865	29	276	1,307	1,262	1,159	693	508	372	327	277	250	524
1866	29	303	1,364	1,315	1,146	698	489	349	314	264	257	512
1867	32	307	1,339	1,059	1,159	682	474	335	319	268	248	514
1868	20	260	1,337	1,271	1,141	671	469	339	307	251	246	518
1869	9	228	1,202	1,186	1,044	656	448	347	314	268	252	515
1870	15	269	1,178	1,131	1,007	641	425	336	292	251	248	495
										800 to 1,000		
1871	20	198	1,011	1,035	940	580	394	325	281	484		461
1872	16	194	1,001	1,028	941	566	389	316	275	444		462
1873	8	180	998	1,013	894	538	365	302	269	407		443
1874	8	170	900	970	797	494	355	290	251	405		436
1875	9	131	718	880	755	473	348	303	258	407		432
1876	9	151	673	852	762	474	342	304	291	434		442
1877	6	119	643	845	709	469	338	297	290	434		452
1878	6	143	659	834	691	442	315	269	282	435		451
1879	8	128	564	730	606	411	303	266	271	407		433
1880	7	118	540	677	532	376	292	243	255	400		400
1881	12	115	483	547	472	352	262	232	247	376		380
1882	16	93	357	456	389	314	252	203	230	345		346
1883	15	115	331	401	334	280	238	191	217	340		339
1884	10	101	299	351	285	259	210	171	190	306		310
1885	15	104	280	300	270	233	196	153	182	296		313
1886	5	83	234	267	228	192	171	146	168	277		298
1887	—	83	220	228	191	168	149	133	156	260		274
1888	12	100	233	207	175	151	137	116	146	244		285
1889	8	96	199	187	149	131	114	107	135	227		269
1890	12	77	173	155	132	111	91	99	126	209		252
1891	7	72	135	114	115	93	79	88	113	189		232
1892	10	65	104	93	94	80	66	81	109	185		224
										800 to 900	900 to 1,000	
1893	6	67	107	83	76	67	58	68	99	99	78	207
1894	4	56	79	56	56	61	51	53	91	98	71	187
1895	2	56	84	46	49	46	45	47	81	85	68	179
1896	2	50	98	45	39	41	35	44	75	74	63	172
1897	3	43	78	35	32	31	29	36	66	65	52	157
1898	—	38	65	31	21	20	25	23	61	60	47	138
1899	2	45	46	25	17	16	20	17	43	52	42	117

the FOREIGN TRADE BELONGING to the UNITED KINGDOM, in each Year from 1860 to 1899.
(1860-70) and "Navigation and Shipping" (1871-99) Returns.]
on the Ninth Day. See Question 3212).

Vessels of a Tonnage of											Year.
1200 to 1400	1400 to 1600	1600 to 1800	1800 to 2000	2000 to 2200	2200 to 2400	2400 to 2600	2600 to 2800	2800 to3000	Over 3000	Total.	
120	28	13	6	2	3	—	1	—	—	6,876	1860
120	35	17	7	3	1	—	2	—	—	6,902	1861
137	41	19	9	3	—	—	1	3	—	7,095	1862
182	53	25	10	4	1	—	2	—	—	7,360	1863
243	70	28	9	4	1	1	1	—	—	7,557	1864
275	82	26	10	4	1	—	2	—	—	7,384	1865
276	94	27	10	5	1	—	1	—	—	7,454	1866
291	94	27	10	4	3	—	2	—	—	7,467	1867
315	111	29	10	5	3	—	3	—	—	7,306	1868
320	122	28	10	9	3	1	1	—	—	6,963	1869
304	116	28	10	8	1	1	1	—	—	6,757	1870
1200 to 1500		1500 to 2000		2000 to 2500			2500 to 3000				
392		70		9			1		1	6,202	1871
376		72		9			1		1	6,091	1872
394		76		10			—		1	5,898	1873
409		118		9			1		—	5,613	1874
455		146		10			2		—	5,327	1875
484		157		10			2		—	5,387	1876
511		168		9			2		—	5,292	1877
515		180		11			2		—	5,235	1878
507		183		12			2		—	4,831	1879
486		180		10			2		—	4,518	1880
474		200		8			3		—	4,163	1881
459		228		21			4		—	3,713	1882
444		255		37			6		—	3,543	1883
424		281		50			8		1	3,256	1884
444		320		64			9		1	3,180	1885
427		329		86			11		1	2,923	1886
415		332		97			10		1	2,717	1887
414		329		101			12		3	2,665	1888
390		340		112			17		3	2,484	1889
362		345		129			20		2	2,295	1890
362		353		143			29		3	2,127	1891
359		375		181			49		7	2,082	1892
1200 to 1400	1400 to 1600	1600 to 1800	1800 to 2000	2000 to 2200	2200 to 2400	2400 to 2600	2600 to 2800	2800 to 3000	3000 to 3500	3500 to 4000	Over 4000		
249	184	187	119	101	58	37	21	17	6	—	—	1,994	1893
244	183	191	124	104	57	39	19	15	6	—	—	1,845	1894
237	192	184	127	101	57	38	21	14	6	—	—	1,765	1895
219	197	180	126	94	55	36	21	14	6	—	—	1,686	1896
207	180	171	129	89	54	37	21	13	6	—	—	1,534	1897
193	162	167	125	86	54	35	21	10	6	—	—	1,388	1898
172	153	154	117	86	51	30	18	8	5	—	—	1,236	1899

Appendix.
9th Day, No. 11.

11. TABLE giving a CLASSIFICATION according to TONNAGE of VESSELS BELONGING to LONDON PROPORTION that the VESSELS BELONGING to LONDON and to the other PORTS bear to the Merchant Shipping Act, 1894—"*Navigation and Shipping*" *Return*, 1899).

(*Handed in by Mr. G. L. Gomme*

CLASSIFICATION OF TONNAGE.	UNITED KINGDOM.			LONDON.					
				Steam.		Sailing.		TOTAL.	
	Steam. No.	Sailing No.	TOTAL.	No.	Per-centage of the United King-dom.	No.	Per-centage of the United King-dom.	No.	Per-centage of the United King-dom.
Under 50 Tons	2,524	5,547	8,071	458	18·14	617	11·12	1,075	13·32
Of 50 and under 100	1,354	3,316	4,670	89	6·57	387	11·66	476	10·19
100 „ 200	632	767	1,399	113	17·88	70	9·13	183	13·09
200 „ 300	275	144	419	65	23·64	18	12·50	83	19·81
300 „ 400	241	48	289	51	21·15	6	12·50	57	19·72
400 „ 500	256	45	301	56	21·87	8	17·78	64	21·26
500 „ 600	88	25	213	48	25·53	7	27·90	55	25·82
600 „ 700	161	27	188	32	19·87	10	37·03	42	22·34
700 „ 800	176	60	236	23	13·60	9	14·90	32	13·56
800 „ 900	168	42	210	39	23·22	2	4·75	41	19·52
900 „ 1,000	131	47	178	35	26·72	4	8·51	39	21·90
1,000 „ 1,200	351	107	458	84	23·93	8	7·47	92	20·90
1,200 „ 1,400	363	163	526	99	27·27	20	12·27	119	22·63
1,400 „ 1,600	371	151	522	87	23·45	15	9·93	102	19·54
1,600 „ 1,800	324	147	471	83	25·81	17	11·56	100	21·24
1,800 „ 2,000	358	116	474	94	26·26	11	9·48	105	22·15
2,000 „ 2,200	256	84	340	52	20·30	9	10·71	61	17·94
2,200 „ 2,400	221	49	270	39	17·64	4	6·16	43	15·93
2,400 „ 2,600	146	29	175	30	20·55	1	3·44	31	17·71
2,600 „ 2,800	105	18	123	21	20·00	3	1·66	24	19·51
2,800 „ 3,000	74	8	82	7	9·45	—	—	7	8·54
3,000 „ 3,500	144	5	149	27	18·75	—	—	27	18·12
3,500 „ 4,000	77	—	77	12	15·58	—	—	12	15·59
4,000 tons and above	101	—	101	7	6·93	—	—	7	6·93
Total	8,997	10,945	19,942	1,651	18·34	1,226	11·20	2,877	14·42

and to certain other PORTS in the UNITED KINGDOM, together with a COMPARISON of the VESSELS BELONGING to all PORTS in the UNITED KINGDOM, 1899 (as registered under the

9n the Ninth Day. See Question 3213.)

LIVERPOOL.						GLASGOW.						GREENOCK.					
Steam.		Sailing.		TOTAL.		Steam.		Sailing.		TOTAL.		Steam.		Sailing.		TOTAL.	
No.	Per-centage of the United King-dom.	No.	Per-centage of the United King-dom.	No.	Per-centage of the United King-dom.	No.	Per-centage of the United King-dom.	No.	Per-centage of the United King-dom.	No.	Per-centage of the United King-dom.	No.	Per-centage of the United King-dom.	No.	Per-centage of the United King-dom.	No.	Per-centage of the United King-dom.
117	4·64	111	2·00	228	2·86	232	9·19	96	1·73	328	4·10	44	1·74	55	9·92	99	1·24
145	10·72	465	14·08	610	13·06	118	8·74	33	1·00	151	3·24	5	·37	14	·42	19	·41
76	12·01	70	9·13	146	10·44	142	22·47	6	·78	148	10·58	11	1·74	2	·26	13	·9
26	9·45	12	8·33	38	9·07	62	22·55	9	6·25	71	16·94	1	·36	2	1·39	3	·72
13	5·40	10	2·01	23	7·86	33	14·70	18	37·50	51	17·64	2	·83	—	—	2	·69
8	3·13	4	8·89	12	4·00	36	14·06	21	46·70	57	18·94	3	1·12	—	—	3	1·00
15	7·98	7	28·00	22	10·34	21	11·18	4	16·00	25	11·74	4	2·13	—	—	4	1·90
13	8·06	5	18·52	18	9·57	12	7·45	5	18·52	17	9·04	—	—	—	—	—	—
10	5·66	18	30·00	28	11·86	12	6·82	21	35·00	33	14·00	—	—	—	—	—	—
12	7·15	17	40·50	29	13·80	18	10·72	10	23·80	28	13·34	—	—	—	—	—	—
17	12·98	11	23·40	28	15·74	20	15·26	19	40·40	39	21·90	—	—	—	—	—	—
38	10·82	39	36·50	77	16·82	46	13·10	31	29·00	77	16·82	2	·57	4	3·74	6	1·31
44	12·12	46	28·20	90	17·28	36	9·92	43	26·40	79	15·16	—	—	9	5·52	9	1·73
43	11·60	44	29·15	87	16·66	35	9·44	55	36·40	90	17·24	1	·27	16	10·80	17	3·26
45	13·90	67	45·60	112	23·80	59	18·22	37	25·15	96	20·40	2	·62	9	6·13	11	2·34
44	12·30	50	43·10	94	19·84	45	12·58	25	21·55	70	14·76	1	·28	15	12·94	16	3·38
66	25·80	22	26·20	88	25·90	42	16·40	40	47·60	82	24·10	8	3·13	7	8·33	15	4·41
53	24·00	25	51·00	78	28·90	53	24·00	18	36·70	71	26·30	2	·91	1	2·04	3	1·11
26	17·81	17	58·60	43	24·57	46	31·50	1	3·45	47	26·85	—	—	7	2·42	7	2·86
41	39·00	10	55·60	51	41·50	23	21·90	3	16·66	26	21·15	5	4·76	—	—	5	4·07
28	38·00	6	75·00	34	41·50	20	27·00	1	12·50	21	25·60	8	10·81	—	—	8	9·75
56	39·00	4	80·00	60	40·30	43	29·85	—	—	43	28·86	5	3·50	—	—	5	3·36
25	32·50	—	—	25	32·50	14	18·18	—	—	14	18·18	6	7·80	—	—	6	7·80
64	63·40	—	—	64	63·40	4	3·96	—	—	4	3·96	5	4·95	—	—	5	4·95
1,025	11·40	1,060	9·68	2,085	10·46	1,172	13·20	496	4·53	1,668	8·35	115	1·28	141	1·30	256	1·28

Appendix.
9th Day, No 12

12. TABLE of the STEAM VESSELS above 7,000 Gross Tonnage of ALL NATIONALITIES.

(According to "Lloyd's Register of British and Foreign Shipping, 1900.")

(Handed in by Mr. G. L. Gomme on the Ninth Day. See Question 3215.)

Name of Vessels.	Tonnage.		Port of registry.	When built.	Dimensions.		
	Gross.	Net			Length.	Breadth.	Depth.
BRITISH.					Ft.	Ft.	Ft.
Oceanic	17,274	6,996	Liverpool	1899	685·7	68·3	44·5
Saxonia	13,963	8,921	,,	1900	580·0	64·2	38·4
Ivernia	13,800	8,913	,,	1900	582·0	64·9	37.8
Minneapolis	13,401	8,651	Belfast	1900	600·7	65·5	39·7
Minnehaha	13,401	8,651	,,	1900	600·0	65·0	44·0
Lucania	12,952	4,975	Liverpool	1893	601·0	65·2	37·8
Campania	12,950	4,974	,,	1893	601·0	65·2	37·8
Cymric	12,647	8,201	,,	1898	585·5	64·3	37·9
Saxon	12,570	6,800	Southampton	1899	570·0	64·0	42·7
Medic	11,985	7,825	Liverpool	1898	550·2	63·3	39·9
Persic	11,973	7,820	,,	1899	550·2	63·3	39·9
Afric	11,948	7,804	,,	1898	550·2	63·3	31·9
Norseman	11,677	8,886	,,	1897	500·7	62·3	33·9
New England	11,394	7,416	,,	1898	550·3	59·3	35·9
Vaderland	11,000	—	,,	1900	560·0	60·2	38·2
Zeeland	11,000	—	,,	1900	560·0	60·2	38·2
Tunisian	10,576	6,802	Glasgow	1900	500·6	59.2	39·8
Devonian	10,405	6,816	Liverpool	1900	552·0	59·0	41·0
Winifredian	10,405	6,816	,,	1899	552·5	59·3	28·9
Bavarian	10,376	6,725	Glasgow	1899	501·1	59·3	39·8
Briton	10,248	5,154	Southampton	1897	530·3	60·3	36·2
Georgic	10,077	6,570	Liverpool	1895	558·7	60·3	36·0
Teutonic	9,984	4,269	,,	1889	565·8	57·8	39·2
Majestic	9,965	4,270	,,	1889	565·8	57·8	39·3
Kinfauns Castle	9,664	5,063	London	1899	515·3	59·2	34·7
Kildonan Castle	9,652	5,105	,,	1899	515·3	59·2	34·7
Michigan	9,510	6,158	Belfast	1899	500·7	62·4	34·0
Atlantia	9,355	6,168	Liverpool	1899	482·0	57·3	32·8
Custodian	9,214	6,023	,,	1900	482·0	57·2	31·9
Mechanician	9,200	—	,,	1900	482·0	57·2	39·5
Monarch	9,041	7,120	,,	1897	470·0	56 0	31·9
Ultonia	8,845	5,748	,,	1898	500·0	57·4	33·9
Armenian	8,825	5,754	,,	1895	512·5	59·2	35·0
Victorian	8,825	5,753	,,	1895	512·5	59·2	35·0
Cestrian	8,823	5,753	,,	1896	512·5	59·2	35·0

12.—TABLE of the Steam Vessels above 7,000 gross tonnage of all nationalities—*continued.*

Appendix. 9th Day, No. 12 continued.

Name of Vessels.	Tonnage.		Port of registry.	When built.	Dimensions.		
	Gross.	Net.			Length.	Breadth.	Depth.
BRITISH—continued.					Ft.	Ft.	Ft.
Canada	8,806	5,701	Liverpool	1896	500·4	58·2	31·1
Mount Royal	8,747	6,896	,,	1898	470·0	56·0	32·0
Kensington	8,669	5,645	,,	1894	480·0	57·2	37·0
Southwark	8,607	5,642	,,	1893	480·0	57·2	37·1
City of Rome	8,453	3,687	Barrow	1881	560·2	52·3	37·0
Cevic	8,301	5,403	Liverpool	1894	500·0	60·0	38·0
Omrah	8,291	4,632	Glasgow	1899	490·7	56·7	26·0
Delphic	8,273	5,401	Liverpool	1897	475·9	55·2	35·9
American	8,196	5,407	,,	1895	475·9	55·2	35·9
European	8,194	5,385	,,	1896	475·9	55·2	35·9
Umbria	8,128	3,699	,,	1884	501·6	57·2	38·2
Etruria	8,120	3,690	,,	1884	501·6	57·2	38·2
Manhattan	8,004	6,124	Belfast	1898	490·5	56·3	25·0
Irishman	8,001	6,118	Liverpool	1898	490·5	56·3	25·0
Ortona	7,945	4,115	,,	1899	500·0	55·3	33·7
China	7,912	4,166	Belfast	1896	500·5	54·2	25·1
Egypt	7,912	4,179	Greenock	1897	499·8	54·3	24·5
India	7,911	4,185	,,	1896	499·9	54·3	25·1
Arabia	7,903	4,167	,,	1898	499·7	54·3	24·5
Persia	7,900	—	,,	1900	499·9	54·0	36·9
Scot	7,815	4,278	Southampton	1891	531·0	54·8	17·9
Pinemore	7,807	5,846	Liverpool	1898	459·0	52·5	31·0
Maplemore	7,803	5,842	,,	1899	459·0	52·5	31·0
Gothic	7,755	4,975	,,	1893	490·7	53·2	33·5
Carisbrook Castle	7,626	4,246	London	1898	485·0	56·0	23·6
Caledonia	7,558	3,529	Greenock	1894	486·0	54·2	26·2
Lake Erie	7,550	4,814	Liverpool	1900	446·0	52·0	35·5
Norman	7,537	4,005	Southampton	1894	490·8	53·2	33·5
Rapidan	7,505	4,877	West Hartlepool	1898	475·5	56·0	32·2
Knight Errant	7,464	4,747	Liverpool	1898	470·0	57·2	31·9
British Princess	7,460	4,817	,,	1899	470·0	56·8	32·1
Servia	7,392	3,971	,,	1881	515·0	52·1	37·0
Sobraon	7,382	4,411	Greenock	1900	450·0	54·2	31·6
Assaye	7,376	4,411	,,	1899	450·0	54·2	31·6
Montezuma	7,345	4,734	Liverpool	1899	485·0	59·0	30·5
British Prince	7,325	4,833	,,	1899	470·0	56·8	32·1
Milwaukee	7,323	4,784	,,	1897	470·0	56·1	31·9
Quernmore	7,302	4,783	,,	1898	480·0	52·3	27·0
Indore	7,300	4,775	,,	1898	480·0	52·3	27·0
Aurania	7,269	4,030	,,	1883	470·0	57·2	37·2

Appendix.

9th Day, No. 12 continued.

12.—TABLE of the Steam Vessels above 7,000 gross tonnage of all nationalities—*continued.*

Name of Vessels.	Tonnage.		Port of registry.	When built.	Dimensions.		
	Gross.	Net.			Length.	Breadth.	Depth.
BRITISH—continued.					Ft.	Ft.	Ft.
Collegian	7,237	4,691	Liverpool	1899	470·0	56·2	31·9
Politician	7,228	4,738	,,	1899	469·5	56·4	31·9
Tactician	7,200	—	,,	1900	469·2	56·3	31·9
Star of Australia	7,198	4,668	Belfast	1899	440·0	55·1	29·7
Alaska	7,142	3,752	London	1881	500·0	50·0	38·0
Montfort	7,087	4,580	Liverpool	1899	445·0	52·2	27·8
Marquette	7,057	4,536	West Hartlepool	1898	486·5	52·3	31·3
Achilles	7,011	4,461	Liverpool	1900	442·1	52·7	32·0
Agamemnon	7,011	4,462	,,	1900	442·1	52·7	32·0
Ajax	7,011	4,461	,,	1900	442·1	52·7	32·0
AMERICAN.							
St. Louis	11,629	5,894	New York, U.S.	1895	535·5	63·0	26·8
St. Paul	11,629	5,874	,,	1895	535·5	63·0	26·8
New York	10,674	5,559	,,	1888	527·6	63·2	22·0
Philadelphia (ex Paris)	10,669	5,468	,,	1889	527·6	63·2	22·0
Algoa (approx.)	7,575	4,897	S. Francisco, U.S.	1896	455·0	58·0	23·4
DUTCH.							
Potsdam	12,522	7,975	Rotterdam	1899	549·9	62·0	42·6
Statendam	10,491	6,701	,,	1898	515·3	59·8	23·8
Rotterdam	8,139	5,160	,,	1897	470·3	53·2	22·3
FRENCH.							
La Lorraine	11,200	—	Havre	1900	563·1	60·0	35·9
La Savoie	11,200	—	,,	1900	563·1	60·0	35·9
La Touraine	9,047	2,881	,,	1890	520·2	56·0	34·6
L'Aquitaine	8,810	2,147	,,	1890	500·0	57·5	34·0
La Gascogne	7,395	2,889	,,	1886	495·4	52·2	34·8
La Bretagne	7,112	2,511	,,	1886	495·4	51·8	34·5
La Champagne	7,087	2,527	,,	1885	493·4	51·8	34·5
GERMAN.							
Deutschland	15.500	—	Hamburg	1900	662·7	67·0	40 4
Kaiser Wilhelm der Grosse	14,349	5,521	Bremen	1897	626·7	66·0	39 0
Pennsylvania	13,265	8,505	Hamburg	1896	559·4	62·2	30·0
Pretoria	13,190	8,404	,,	1897	561·0	62·2	37 9
Graf Waldersee	13,148	8,373	,,	1898	561·2	62·2	37·7
Patricia	13,023	8,250	,,	1899	584·0	62·3	37·1
Grosser Kurfürst	12,500	—	Bremen	1899	559·7	62·0	39·0
Kaiser Friedrich	12,480	5,147	Hamburg	1897	581·7	63·7	37·9
Barbarossa	10,769	6,386	Bremen	1896	526·4	60·0	34·6
Konig Albert	10,643	6,590	,,	1899	499·3	60·2	34·6

12.—TABLE of the Steam Vessels above 7,000 gross tonnage of all nationalities—*continued.*

Appendix. 9th Day, No 12 continued.

Name of Vessels.	Tonnage.		Port of registry.	When built.	Dimensions.		
	Gross.	Net			Length.	Breadth.	Depth.
GERMAN—continued.					Ft.	Ft.	Ft.
Hamburg	10,600	6,598	Hamburg	1899	499·3	60·1	34·5
Friedrich der Grosse	10,568	6,767	Bremen	1896	523·0	60·1	34·8
Königin Louise	10,566	6,723	,,	1896	523·1	60·1	34·9
Bremen	10,525	6,683	,,	1897	525·1	60·2	34·8
Bulgaria	10,237	6,550	Hamburg	1898	501·4	62·2	34·6
Main	10,200	6,000	Bremen	1899	500·0	58·0	37·0
Batavia	10,178	6,510	Hamburg	1899	501·3	62·2	34·6
Belgravia	10,155	6,492	,,	1899	501·1	62·2	34·5
Rhein	10,058	6,398	Bremen	1899	501·0	58·1	36·7
Kiautschou	10,000	—	Hamburg	1900	524·2	60·1	34·5
Prinzess Irene	10,000	—	Bremen	1900	524·2	60·2	34·7
Augusta Victoria	8,479	3,568	Hamburg	1889	522·2	56·4	33·8
Fürst Bismarck	8,430	3,226	,,	1890	504·4	57·6	34·1
Kaiserin Maria Theresia	8,278	3,014	Bremen	1890	528·4	51·8	36·9
Bengalia	7,661	4,910	Hamburg	1898	485·0	57·0	32·9
Frankfurt	7,500	—	Bremen	1899	—	—	—
Bethania	7,492	4,839	Hamburg	1899	485·0	57·0	32·9
Belgia	7,490	4,850	,,	1900	485·0	57·5	32·8
Bosnia	7,436	4,824	,,	1899	485·0	57·4	32·7
Phœnicia	7,412	4,750	,,	1894	461·2	52·3	31·9
Köln	7,409	4,666	Bremen	1899	430·0	54·0	34·5
Hannover	7,305	4,635	,,	1899	430·0	54·3	39·5
Columbia	7,241	2,299	Hamburg	1889	463·5	55·6	35·5
Drachenfels	7,144	4,674	Bremen	1899	456·0	58·1	22·5
RUSSIAN.							
Smolensk	7,270	2,730	Odessa	1900	470·0	58·2	33·7
Moskva	7,267	2,734	,,	1898	487·0	58·2	26·0

Number of Steam Vessels of each nationality above 7,000 gross tonnage.

Nationality.	Number
British	85
American	5
Dutch	3
French	7
German	34
Russian	2
Total	136

Appendix.
9th Day, No. 13.

13. TABLE giving a CLASSIFICATION according to GROSS TONNAGE of the STEAM VESSELS BELONGING to VARIOUS NATIONALITIES.

(Compiled from "Lloyd's Register of British and Foreign Shipping, 1900.")

(Handed in by Mr. G. L. Gomme on the Ninth Day. See Question 3215).

Nationality.	Number of Steamers of a Gross Tonnage of															
	100 to 200	200 to 400	400 to 600	600 to 800	800 to 1,000	1,000 to 1,200	1,200 to 1,400	1,400 to 1,700	1,700 to 2,000	2,000 to 3,000	3,000 to 4,000	4,000 to 5,000	5,000 to 7,000	7,000 to 10,000	Over 10,000	Total.
British	2,051	903	453	372	332	327	269	348	394	1,203	783	290	224	63	22	8,034
American	127	129	107	37	41	34	37	53	64	187	62	41	22	1	4	946
Austria-Hungarian	30	18	11	7	8	6	6	12	26	50	28	10	4	...	...	216
Belgian	39	6	2	10	8	5	7	4	3	19	8	4	4	...	...	119
Brazilian	18	54	56	29	11	11	4	17	6	3	...	...	...	...	...	209
Chilian	9	8	5	6	4	1	1	...	2	12	2	1	..	...	...	51
Danish	49	60	41	23	27	34	22	47	18	30	18	5	1	...	...	375
French	116	72	31	28	34	35	32	55	38	89	66	32	15	5	2	650
German...	212	106	87	102	107	48	55	85	53	151	71	44	68	15	19	1,223
Grecian...	18	16	10	10	10	3	3	22	11	35	2	...	...	...	...	140
Dutch	37	21	14	27	18	25	23	22	17	45	27	10	1	1	2	290
Italian	24	20	22	16	12	19	25	25	30	79	23	17	1	...	...	313
Japanese	163	92	53	25	9	15	12	22	20	47	19	2	17	...	...	496
Norwegian	105	122	138	97	66	68	61	49	30	49	38	1	...	...	..	824
Portuguese	23	2	3	...	1	...	1	1	2	9	6	...	...	...	...	48
Russian	59	100	78	55	38	41	25	18	16	19	12	7	10	2	...	480
Spanish	61	23	31	32	36	31	23	37	32	91	30	10	5	...	...	442
Swedish	236	133	83	41	38	38	33	46	21	16	3	1	...	...	...	689
Turkish	22	30	9	6	2	6	11	6	9	8	1	...	...	...	...	110
Total	3,399	1,915	1,234	923	802	747	650	869	792	2,142	1,199	475	372	87	49	15,65

14. TABLE showing the SHIPPING ENTERED with CARGOES at the PORT of LONDON and at the PORTS of the REST of the UNITED KINGDOM in each Year from 1853 to 1899, and LONDON'S PROPORTION of the SHIPPING of the WHOLE KINGDOM.

Appendix.
—
9th Day, No. 14.

14. TABLE showing the SHIPPING ENTERED with CARGOES at the PORT of LONDON and at LONDON'S PROPORTION

["Trade and Navigation" (1853–70), and

(*Handed in by Mr. G. L. Gomme*

Year.	From Foreign Countries.						Coastwise.	
	London.		Rest of the United Kingdom.		London's Proportion per cent. of the United Kingdom.		London.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1853	11,639	2,530,488	23,664	5,267,062	33·0	32·5	20,832	3,191,449
1854	10,808	2,596,784	21,720	5,302,958	33·2	32·9	20,328	3,155,412
1855	9,624	2,376,047	18,652	4,642,421	34·0	33·9	19,040	2,852,223
1856	9,696	2,559,806	20,909	5,681,858	31·7	31·1	18,989	2,923,550
1857	10,539	2,779,682	22,156	5,952,124	32·2	31·8	17,990	2,996,606
1858	11,083	2,931,552	23,518	5,885,985	32·0	33·3	17,538	2,951,037
1859	10,694	2,802,463	25,601	6,288,180	29·5	30·8	18,701	3,097,300
1860	11,108	2,957,082	27,252	7,097,899	28·9	29·4	18,365	3,154,561
1861	10,769	3,128,135	26,813	7,477,044	28·7	29·5	17,406	3,171,076
1862	11,549	3,313,078	28,590	7,427,730	28·8	30·9	17,295	3,143,524
1863	11,521	3,411,880	30,390	7,725,478	27·5	30·6	17,040	3,144,137
1864	11,125	3,333,025	30,983	7,969,085	26·4	29·5	15,184	2,976,167
1865	11,525	3,615,654	32,962	8,543,040	25.9	29·7	14,923	3,065,380
1866	11,616	3,791,597	34,771	9,485,593	25·0	28·6	14,015	3,021,406
1867	10,878	3,687,878	34,030	9,653,570	24·2	27·6	13,370	2,935,656
1868	11,141	3,775,502	34,844	10,076,155	24·2	27·3	13,134	2,827,175
1869	11,267	3,896,380	35,316	10,590,320	24·2	26·9	12,599	2,797,481
1870	10,727	4,031,263	35,198	10,879,479	23·4	27·0	12,793	2,849,872
1871	10,654	4,181,059	36,620	12,274,283	22·5	25·4	11,763	2,667,583
1872	11,347	4,272,884	42,068	13,633,056	21·2	23·9	11,028	2,514,794
						(a)		
1873	10,804	4,480,933	42,337	14,314,124	20·3	23·8	27,793	3,295,107
1874	11,241	4,671,676	41,270	14,409,730	21·4	24·5	30,828	3,505,449
1875	11,078	4,823,583	40,055	14,216,345	21·7	25·3	31,458	3,823,386
1876	11,298	5,202,432	42,658	15,824,239	20·9	24·7	32,282	3,872,087
1877	11,827	5,583,792	43,241	16,547,832	21·5	25·2	33,446	3,806,727
1878	10,992	5,250,814	40,662	16,067,432	21·3	24·6	33,793	3,869,460
1879	10,725	5,509,020	36,708	15,590,324	22·6	26·1	35,024	4,098,433
1880	10,842	5,819,950	42,745	18,173,330	20·2	24·3	35,686	4,258,628
1881	10,245	5,664,761	38,928	17,559,947	20·8	24·4	36,323	4,336,765
1882	10,534	5,956,560	41,110	18,858,489	20·4	24·0	36,115	4,291,477
1883	10,615	6,447,269	40,361	19,863,049	20·8	24·5	37,663	4,555,499
1884	10,409	6,591,225	36,504	18,105,460	22·2	26·7	37,780	4,754,317
1885	10,190	6,770,622	36,782	18,893,838	21·7	26·4	36,717	4,978,148

(a) After 1872 there is an alteration in the basis adopted in the official returns

the PORTS of the REST of the UNITED KINGDOM in each year from 1853 to 1899; and of the WHOLE KINGDOM.

"Navigation and Shipping" (1871–99) Returns.]

on the Ninth Day. See Question 3223.)

Coastwise.				Total.					
Rest of the United Kingdom.		London's proportion, per cent. of the United Kingdom.		London.		Rest of the United Kingdom.		London's proportion, per cent. of the United Kingdom.	
Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
—	—	—	—	32,471	5,721,937	—	—	—	—
—	—	—	—	31,136	5,752,196	—	—	—	—
—	—	—	—	28,664	5,228,270	—	—	—	—
131,916	12,293,694	12·6	19·2	28,685	5,483,356	152,825	17,975,552	15·8	23·4
133,175	12,829,596	11·9	18·9	28,529	5,776,288	155,331	18,781,720	15·5	23·5
128,863	12,759,819	12·0	18·8	28,621	5,882,589	152,381	18,645,804	15·8	24·0
133,527	13,434,817	12·3	18·7	29,395	5,899,763	159,128	19,722,997	15·6	23·0
135,417	13,848,850	11·9	18·6	29,473	6,111,643	162,669	20,946,749	15·3	22·6
134,687	14,184,159	11·4	18·3	28,175	6,299,211	161,500	21,661,203	14·9	22·5
136,504	14,326,836	11·2	18·0	28,844	6,456,602	165,094	21,754,566	14·9	22·9
133,050	14,403,395	11·4	17·9	28,561	6,556,017	163,440	22,128,873	14·9	22·8
133,314	14,440,519	10·2	17·1	26,310	6,309,192	164,297	22,409,604	13·8	22·0
132,164	15,162,974	10·1	16·8	26,448	6,681,034	165,126	23,706,014	13·8	22·0
129,131	15,576,714	9·8	16·2	25,631	6,813,003	163,902	25,062,307	13·5	21·4
128,662	15,510,325	9·4	15·9	24,248	6,623,534	162,692	25,163,895	13·0	20·8
122,390	14,868,503	9·7	16·0	24,275	6,602,677	157,234	24,944,658	13·4	20·9
125,049	15,205,558	9·2	15·5	23,866	6,693,861	160,365	25,795,878	13·0	20·6
128,237	15,450,403	9·1	15·6	23,520	6,881,135	163,435	26,329,882	12·6	20·7
130,362	15,699,536	8·3	14·5	22,417	6,848,642	166,982	27,973,819	11·8	19·7
125,366	15,584,356	8·1	13·9	22,375	6,787,678	167,434	29,217,412	11·8	18·8
153,361	18,199,190	15·3	15·3	38,597	7,776,040	195,698	32,513,314	16·5	19·3 (a)
150,658	18,178,960	17·0	16·2	42,069	8,177,125	191,928	32,588,690	18·0	20·1
151,023	19,120,879	17·1	16·7	42,536	8,646,969	192,078	33,337,224	18·1	20·6
154,741	20,067,167	17·3	16·2	43,580	9,074,519	197,399	35,891,406	18·1	20·2
156,808	20,875,625	17·6	15·4	45,273	9,390,519	200,049	37,423,457	18·5	20·1
159,434	21,288,335	17·5	15·4	44,785	9,120,274	200,096	37,355,767	18·3	19·6
159,488	21,567,791	18·0	16·0	45,749	9,607,453	196,196	37,158,115	18·9	20·5
161,738	21,763,921	18·1	16·4	46,528	10,078,578	204,483	39,957,251	18·5	20·2
160,462	21,506,137	18·5	16·8	46,568	10,001,526	199,390	39,066,084	18·9	20·4
162,111	21,844,493	18	16·4	46,649	10,248,037	203,221	40,702,982	18·7	20·1
161,563	22,194,355	18·9	17·0	48,278	11,002,768	201,924	42,057,404	19·3	20·7
157,893	21,957,880	19·3	17·8	48,189	11,345,542	194,397	40,063,340	19·9	22·1
160,112	22,189,666	18·7	18·3	46,907	11,748,770	196,894	41,083,504	19·2	22·2

(a) due to the inclusion after that year of vessels carrying "articles exempt from coast regulations."

Appendix.

9th Day, No. 14 continued.

14. TABLE showing the Shipping entered with Cargoes at the Port of London and and London's proportion of

Year.	From Foreign Countries.						London.	
	London.		Rest of the United Kingdom.		London's proportion, per cent. of the United Kingdom.			
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage
1886	9,991	6,704,792	34,691	17,978,437	22·4	27·2	35,448	4,892,964
1887	10,145	6,757,162	36,408	19,242,648	21·8	26·0	38,200	5,162,765
1888	10,385	7,291,825	36,948	19,785,357	21·9	26·9	38,828	5,307,626
1889	10,493	7,360,213	38,858	21,157,607	21·3	25·8	37,970	4,995,031
1890	10,343	7,532,174	38,641	21,446,818	21·1	26·0	35,333	5,075,253
1891	9,965	7,446,776	36,485	20,654,008	21·5	26·5	35,590	5,189,858
1892	10,106	7,672,216	38,018	21,857,653	21·0	26·0	37,024	5,253,483
1893	9,841	7,660,202	36,688	21,135,534	21·2	26·6	38,074	5,790,777
1894	10,224	8,176,817	38,772	22,964,309	20·9	26·3	36,303	5,827,148
1895	10,084	8,352,345	37,545	23,005,828	21·2	26·6	36,231	5,857,940
1896	10,772	8,813,752	39,067	24,665,840	21·6	26·3	38,641	6,160,610
1897	10,734	8,957,104	39,414	25,679,047	21·4	25·9	37,437	6,230,157
1898 (*b*)	11,119	9,285,980	38,655	25,229,824	22·3	26·9	13,354	5,378,513
1899 (*b*)	10,868	9,244,893	39,678	26,981,283	21·5	25·5	12,843	5,438,378

(*b*) Coastwise—For the years 1898 and 1899 the returns exclude vessels trading within

at the Ports of the rest of the United Kingdom in each year from 1853 to 1899, the whole Kingdom.—*continued.*

Coastwise.				Total.					
Rest of the United Kingdom.		London's proportion, per cent. of the United Kingdom.		London.		Rest of the United Kingdom.		London's proportion, per cent. of the United Kingdom.	
Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
160,339	22,246,880	18·1	18·0	45,439	11,597,756	195,030	40,225,317	18·9	22·4
163,010	22,331,466	19·0	18·8	48,345	11,919,927	199,418	41,574,114	19·5	22·3
174,553	23,772,596	18·2	18·2	49,213	12,599,451	211,501	43,557,953	18·9	22·4
177,931	23,792,068	17·6	17·3	48,463	12,355,244	216,789	44,949,675	18·3	21·6
170,466	23,524,970	17·2	17·7	45,676	12,607,427	209,107	44,971,788	17·9	21·9
168,216	23,965,454	17·5	17·8	45,555	12,636,634	204,701	44,619,462	18·2	22·1
167,476	23,694,476	18·1	18·1	47,130	12,925,699	205,494	45,552,129	18·7	22·1
168,111	24,287,042	18·5	19·2	47,915	13,450,979	204,799	45,422,576	19·0	22·8
172,415	25,273,395	17·4	18·7	46,527	14,003,965	211,187	48,237,704	18·1	22·5
170,035	25,311,768	17·6	18·8	46,315	14,210,285	207,580	48,317,596	18·2	22·7
177,449	25,822,724	17·9	19·3	49,413	14,974,362	216,516	50,488,564	18·6	22·9
174,688	25,841,213	17·6	19·4	48,171	15,187,261	214,102	51,520,260	18·4	22·8
164,636	25,535,761	7·5	17·4	24,473	14,664,493	203,291	50,765,585	10·7	22·4
164,718	25,571,866	7·2	17·5	23,711	14,682,971	204,396	52,553,149	10·4	21·8

the Estuary of the Thames, within the Ports of London, Rochester, Faversham and Colchester.

Appendix.

9th Day, No. 15.

15. TABLE showing the SHIPPING CLEARED with CARGOES from the PORT of LONDON and PROPORTION of the

["Trade and Navigation" (1853-70), and

(*Handed in by Mr. G. L. Gomme* on

Year.	To Foreign Countries.							
	London.		Rest of the United Kingdom.		London's Proportion, per cent., of the United Kingdom.		London.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1853	4,745	1,262,743	29,772	6,320,868	13·7	16·6	9,286	984,484
1854	4,805	1,341,007	30,842	6,529,529	13·5	17·0	8,886	934,849
1855	4,890	1,349,542	32,093	6,999,122	13·2	16·2	8,483	878,182
1856	5,221	1,533,926	36,132	8,127,408	12·6	15·9	9,059	976,232
1857	5,318	1,561,221	39,080	8,778,352	12·0	15·1	8,726	1,026,095
1858	5,056	1,599,283	37,811	8,343,141	11·8	16·1	8,548	1,016,267
1859	5,070	1,569,904	38,042	8,674,059	11·8	15·3	9,092	1,076,265
1860	5,003	1,568,930	39,479	9,214,007	11·2	14·6	8,818	1,077,004
1861	5,596	1,643,680	42,885	9,676,124	11·5	14·5	8,083	1,061,365
1862	5,262	1,775,753	43,703	9,934,096	10·7	15·2	8,147	1,060,112
1863	5,530	1,906,126	42,864	9,981,679	11·4	16·0	8,290	1,123,584
1864	5,158	1,786,134	42,120	10,386,640	10·9	14·7	7,801	1,068,334
1865	5,265	1,842,136	42,952	10,985,015	10·9	14·4	8,035	1,121,864
1866	5,292	1,914,384	44,432	12,095,710	10·6	13·7	7,627	1,129,958
1867	5,194	1,942,201	46,257	12,905,380	10·1	13·1	7,755	1,130,474
1868	5,427	2,039,753	47,478	13,433,266	10·3	13·1	8,173	1,181,126
1869	5,763	2,206,306	46,235	13,710,678	11·1	14·0	8,731	1,152,100
1870	5,563	2,207,037	47,703	14,506,901	10·4	13·2	9,125	1 203,592
1871	6,317	2,506,204	52,393	16,541,251	10·7	13·2	9,879	1,279,474
1872	6,033	2,560,067	50,464	16,688,285	10·7	13·3	10,482	1,316,741
1873	6,063	2,688,821	48,039	16,450,544	11·2	14·0	10,284	1,278,683
1874	6,199	2,899,671	47,554	16,853,816	11·5	14·7	9,882	1,247,548
1875	6,209	2,945,204	48,119	17,468,535	11·4	14·4	9,264	1,318,534
1876	6,272	3,134,525	49,879	18,376,188	11·2	14·6	9,611	1,369,148
1877	6,228	3,138,779	46,738	18,056,577	11·8	14·8	9,564	1,358,844
1878	6,156	3 174,696	46,593	18,406,992	11·7	14·7	9,981	1,403,918
1879	6,115	3,272,649	46,541	19,576,708	11·6	14·3	9,790	1,378 058
1880	6,375	3,607,952	51,072	22,077,718	11·1	14·0	10,088	1,418,296
1881	6,322	3,686,982	48,590	22,649,711	11·5	14·0	10,470	1,453,715
1882	6,357	3,702,898	50,259	23,995,965	11·2	13·4	11,579	1,475,319
1883	6,314	3,853,681	49,241	25,519,479	11·4	13·1	13,026	1,629,699
1884	6,445	4,127,045	47,313	25,146,617	12·0	14·1	13,394	1,757,565

from the REST of the UNITED KINGDOM in each year from 1853 to 1899; and LONDON'S WHOLE KINGDOM.

"Navigation and Shipping" (1871-99) Returns.]

the Ninth Day. See Question 3224.)

Coastwise.				Total.					
Rest of the United Kingdom.		London's Proportion, per cent. of the United Kingdom.		London.		Rest of the United Kingdom.		London's Proportion, per cent. of the United Kingdom.	
Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
—	—	—	—	14,031	2,247,227	—	—	—	—
—	—	—	—	13,691	2,275,856	—	—	—	—
—	—	—	—	13,373	2,227,724	—	—	—	—
146,317	14,337,452	5·8	6·4	14,280	2,510,158	182,449	22,464,860	7·3	10·1
147,133	14,864,207	6·0	6·5	14,044	2,587,316	186,213	23,642,559	7·0	9·9
143,447	14,844,724	5·6	6·4	13,604	2,615,550	181,258	23,187,865	7·0	10·1
146,146	15,433,206	5·9	6·5	14,162	2,643,169	184,188	24,107,265	7·1	9·9
148,601	15,937,395	5·6	6·4	13,821	2,645,934	188,080	25,151,402	6·8	9·5
148,547	16,327,233	5·2	6·1	13,679	2,705,045	191,432	26,003,357	6·7	9·4
148,409	16,375,118	5·2	6·1	13,409	2,835,865	192,112	26,309,214	6·5	9·7
145,301	16,402,422	5·4	6·4	13,820	3,029,710	188,165	26,384,101	6·8	10·3
145,757	16,524,508	5·1	6·1	12,959	2,854,468	187,877	26,911,148	6·5	9·6
142,066	16,983,724	5·3	6·2	13,300	2,964,000	185,018	27,9 8,739	6·7	9·6
138,618	17,447,733	5·3	6·1	12,919	3,044,342	183,050	29,543,443	6·6	9·3
136,075	17,276,820	5·4	6·1	12,949	3,072,675	182,332	30,182,200	6·6	9·2
130,756	16,657,426	5·9	6·6	13,600	3,220,879	178,234	30,090,692	7·1	9·7
130,025	16,696,162	6·3	6·5	14,494	3,358,406	176,260	30,406,840	7·6	9·9
133,750	17,054,075	6.4	6·6	14,688	3,410,629	181,453	31,560,976	7·5	9·8
133,506	17,110,751	6·9	7·0	16,196	3,785,678	185,899	33,652,002	8 0	10·1
125,648	16,606,156	7·7	7·3	16,515	3,876,808	176,112	33,294,441	8·6	10·4
140,710	17,859,034	6·8	6·7	16,347	3,967,504	188,749	34,309,578	8·0	10·4
139,050	18,175,487	6·6	6·4	16,081	4,147,219	186,604	35,029,303	7·9	10·6
141,287	19,356,400	6·2	6·4	15,473	4,263,738	189,406	36,824,935	7·5	10·4
145,049	20,122,122	6·2	6·4	15,883	4,503,673	194,928	38,498,310	7·5	10·5
145,713	20,863,495	6·2	6·1	15,792	4,497,623	192,451	38,920,072	7·6	10·4
147,946	21,137,190	6·3	6·2	16,137	4,578,614	194,539	39,544,182	7·6	10·4
151,216	21,729,281	6·1	6·0	15,905	4,650,707	197,757	41,305,989	7·4	10·1
154,103	22,312,628	6·1	6·0	16,463	5,026,248	205,175	44,390,346	7·4	10·2
154,021	21,915,139	6·4	6·2	16,792	5,140,697	202,611	44,564,850	7·7	10·4
156,120	22,104,355	6·9	6·3	17,936	5,178,217	206,379	46,100,320	8·0	10·1
155,371	22,473,010	7·7	6·8	19,340	5,483,380	204,612	47,992,489	8·6	10·3
152,441	22,416,605	8·1	7·3	19,839	5,884,610	199,754	47,563,222	9·0	11·0

Appendix.

9th Day, No. 15 —continued.

15. TABLE showing the Shipping cleared with cargoes from the Port of London, and London's Proportion of the

Year.	To Foreign Countries.							
	London.		Rest of the United Kingdom.		London's Proportion, per cent. of the United Kingdom.		London.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1885	6,310	4,242,837	46,076	25,074,894	12·0	14·5	13,312	1,769,578
1886	6,323	4,418,999	44,317	24,688,641	12·5	15·2	13,319	1,764,732
1887	6,334	4,320,304	45,085	25,850,333	12·3	14·3	14,519	1,909,200
1888	6,371	4,618,993	45,924	27,045,447	12·2	14·6	16,011	2,026,973
1889	6,450	4,711,458	48,095	28,337,423	11·8	14·3	16,483	1,994,016
1890	6,547	5,027,777	48,012	28,829,306	12·0	14·8	15,891	2,049,017
1891	6,259	5,004,190	47,725	29,209,250	11·6	14·6	15,904	2,063,203
1892	6,378	5,187,898	46,409	28,755,927	12·1	15·3	16,585	2,155,813
189_	6,039	4,804,519	44,641	28,147,932	11·9	14·6	17,211	2,205,698
1894	6,271	5,245,456	46,602	30,532,276	11·9	14·7	17,836	2,352,568
1895	6,241	5,293,372	46,262	30,979,114	11·9	14·6	16,794	2,320,505
1896	6,722	5,679,601	47,415	32,023,694	12·4	15·1	17,601	2,330,362
1897	6,818	5,869,729	48,396	33,438,547	12·3	14·9	16,226	2,305,675
1898 (a)	6,997	6,212,918	47,665	33,249,724	12·8	15·7	10,257	2,299,995
1899 (a)	6,831	6,042,050	50,949	36,946,270	11·8	14·1	9,818	2,208,683

(a) Coastwise—For the years 1898 and 1899 the returns exclude all vessels trading within the

and from the rest of the United Kingdom in each year from 1853 to 1899; whole Kingdom—*continued.*

Coastwise.				Total.					
Rest of the United Kingdom.		London's Proportion, per cent. of the United Kingdom.		London.		Rest of the United Kingdom.		London's Proportion, per cent. of the United Kingdom.	
Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
155,317	22,876,464	7·9	7·2	19,622	6,012,415	201,393	47,951,358	8·9	11·1
154,636	22,727,032	7·9	7·2	19,642	6,183,731	198,953	47,415,673	9·0	11·5
160,147	23,215,576	8·3	7·6	20,853	6,229,504	205,232	49,065,909	9·2	11·3
175,725	25,748,208	8·3	7·3	22,382	6,645,966	221,649	52,793,655	9·2	11·2
178,110	25,501,039	8·5	7·3	22,933	6,705,474	226,205	53,838,462	9·2	11·1
168,643	25,338,388	8·6	7·5	22,438	7,076,794	216,655	54,167,694	9·4	11·6
166,905	25,716,787	8·7	7·4	22,163	7,067,393	214,630	54,926,037	9·4	11·4
166,638	25,572,713	9·1	7·8	22,963	7,343,711	213,047	54,328,640	9·7	11·9
167,752	26,620,122	9·3	7·6	23,250	7,010,217	212,393	54,768,054	9·9	11·4
170,046	27,666,769	9·5	7·8	24,107	7,598,024	216,648	58,199,045	10·0	11·5
167,865	27,557,151	9·1	7·8	23,035	7,613,877	214,127	58,536,265	9·7	11·5
173,822	28,301,765	9·2	7·6	24,323	8,009,963	221,237	60,325,459	9·9	11·7
173,874	28,655,868	8·5	7·4	23,044	8,175,404	222,270	62,094,415	9·4	11·6
164,371	28,204,096	5·9	7·5	17,254	8,512,913	212,036	61,453,820	7·5	12·3
163,680	28,390,036	5·7	7·2	16,649	8,250,733	214,629	65,336,306	7·2	11·2

Estuary of the Thames, within the Ports of London, Rochester Faversham, and Colchester.

Appendix.
9th Day, No. 16.

16. TABLE showing the TONNAGE of SHIPPING ENTERED from each of the CHIEF FOREIGN of the UNITED KINGDOM; and LONDON'S

[The figures as to tonnage for London and for the United Kingdom (and by deduction for the "rest and Shipping" (1871, 1881,

(*Handed in by Mr. G. L. Gomme*

Country from which entered.	1861.			1871.		
	London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.	London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.
Russia	243,697	553,793	30·6	475,968	1,164,615	29·0
Sweden	172,221	214,005	44.6	267,129	704,136	27·5
Norway	84,512	264,314	24·2	186,762	605,366	23·6
Denmark	75,744	45,850	62·3	13,549	138,667	8·9
Germany	281,611	1,301,567	17·8	435,741	2,038,111	17·6
Holland	210,335	578,288	26·7	252,325	1,254,876	16·7
Belgium	102,009	332,117	23·5	198,993	1,124,869	15·0
France	196,203	1,769,407	10·0	400,497	2,464,142	14·0
Portugal	30,662	97,419	23·9	52,865	159,302	24·9
Spain	44,972	202,462	18·2	70,377	580,232	10·8
Italy	51,857	119,060	30·3	56,347	171,088	24·8
Austria	16,076	53,611	23·1	10,101	55,104	15·5
Greece	9,002	6,455	58·2	27,636	51,072	35·1
Bulgaria	—	—	—	—	—	
Roumania (Wallachia and Moldavia)	6,441	69,145	8·5	6,875	74,973	8·4
Turkish Dominions	22,879	130,310	14·9	41,540	219,814	15·9
Egypt	29,868	165,817	15·3	33,217	347,750	8·7
Tripoli, Tunis and Morocco	7,545	13,627	35·6	7,019	29,856	19·0
Persia	289	—	100·0	598	—	100·0
Siam	654	—	100·0	—	—	
China	67,248	8,972	88·2	108,240	—	100·0
Japan	3,550	—	100·0	4,556	—	100·0
Phillipine and other Pacific Islands	9,852	19,146	34·0	22,533	25,148	47·3
United States	271,440	1,716,370	13·7	282,100	2,274,609	11·0
*Cuba, Hayti and San Domingo	76,272	98,416	43·7	1,813	11,228	13·9
Mexico	—	23,368	—	6,194	22,048	21·9

* The figures for 1861 include Cuba, which for subsequent years is included in "Foreign possessions."

COUNTRIES and BRITISH POSSESSIONS at the PORT of LONDON, and at the PORTS of the REST PROPORTION of the WHOLE KINGDOM.

of the United Kingdom") are obtained from the "Trade and Navigation" (1861) and "Navigation 1891 and 1899) Returns.]

n the Ninth Day. See Question 3225.)

1881.			1891.			1899.		
London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.	London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.	London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.
451,959	957,260	32·1	667,425	1,610,172	29·3	613,515	1,820,285	25·2
416,997	775,453	35·0	392,760	1,181,372	24·9	432,068	1,637,044	20·9
201,056	746,834	21·2	209,578	1,140,043	15·5	323,601	1,446,420	18·3
6,584	357,698	1·8	32,435	442,755	6·8	25,470	1,133,895	2·2
634,741	2,007,144	24·0	612,392	3,206,589	16·2	584,263	4,603,345	11·3
331,454	1,947,310	14·5	963,088	2,605,836	27·0	1,066,044	4,349,624	19·7
249,164	1,323,942	15·8	371,380	2,244,556	14·2	718,639	2,978,129	19·4
417,373	4,058,261	9·3	421,248	5,268,537	7·4	297,166	5,536,638	5·1
37,208	161,032	18·8	15,809	131,488	10·7	63,672	172,018	27·0
140,049	1,729,066	7·5	216,741	2,036,300	9·6	244,598	3,598,214	6·4
72,417	244,235	22·9	103,045	163,538	38·6	104,299	491,423	17·5
6,219	31,012	16·7	10,747	37,228	22·4	18,766	83,332	18·4
42,233	30,453	58·1	39,984	70,192	36·3	16,370	189,786	7·9
—	—	—		3,907	—	—	871	—
34,217	167,149	17·0	29,244	345,164	7·8	22,053	195,610	10·1
38,986	156,574	19·9	126,940	157,936	44·6	79,262	141,776	35·9
31,673	250,693	11·2	58,313	388,991	13·0	47,117	417,128	10·1
10,419	135,116	7·2	30,128	95,715	23·9	45,970	59,477	43·6
—	—	—	—	—	—	10,208	—	100·0
1,287	2,272	36·2	4,424	4,557	49·3	492	437	53·0
121,943	30,879	79·8	152,623	—	100·0	34,769	3,308	91·3
25,251	654	97·5	73,854	4,146	94·7	253,398	4,562	98·2
31,260	72,635	30·1	32,611	66,025	33·1	23,281	30,102	43·6
678,327	4,355,996	13·5	970,718	4,285,015	18·5	1,366,822	5,707,559	19·3
—	14,013	—	266	6,773	3·8	460	16,167	2·8
10,718	42,077	20·3	8,984	24,199	27·1	7,996	97,728	7·6

Appendix.

9th Day, No. 16 —continued.

16. TABLE showing the Tonnage of Shipping entered from each of the Chief

Country from which entered.	1861.			1871.		
	London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.	London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.
Central America	87,712	276,046	24·1	6,978	3,031	69·8
Argentine Republic	(a)	(a)	(a)	6,909	55,925	11·1
Chili				598	66,155	·9
Brazil				14,039	185,229	7·0
Other South American Countries				54,367	268,979	16·8
Whale and Deep-sea Fisheries	—	8,099	—	—	6,274	—
Foreign Possessions	43,092	169,993	20·2	67,841	271,636	20·0
Total Foreign Countries	2,145,743	8,237,657	20·7	3,113,707	14,374,235	17·8
Channel Islands	90,938	135,199	40·2	104,756	146,087	41·8
Gibraltar, Malta and Gozo (and Heligoland	41,363(b)	14,536(b)	74·0(b)	24,967	9,312	72·8
West Africa and Ascension	63,522	36,978	63·2	6,852	4,947	58·1
South Africa				37,330	31,962	53·9
East Africa and Mauritius				11,153	13,117	46·0
India, Straits Settlements and Hong Kong	366,492	334,936	52·3	511,696	405,361	55·8
Australia and New Zealand	99,459	14,085	87·6	220,815	7,379	96·8
British North America	190,682	1,123,102	14·5	147,271	1,022,904	12·6
British West India Islands	164,943	119,954	57·9	146,590	139,456	51·3
Honduras, Guiana and Falkland Islands						
Total British Possessions	1,017,399	1,778,790	36·4	1,211,430	1,780,525	40·5
Total Foreign Countries and British Possessions	3,163,142	10,016,447	24·0	4,325,137	16,154,760	21·1

(a) The figures relating to these countries are for this year included with Central America in the returns.

(b) These figures for 1861 include the Ionian Islands, then a British possession, but since transferred to Greece

Foreign Countries and British Possessions at the Port of London. &c.—*continued.*

1881.			1891.			1899.		
London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.	London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.	London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.
10,429	5,535	65·3	4,543	6,425	41·4	11,258	1,477	88·4
23,147	43,916	34·5	50,797	300,612	14·4	505,692	746,972	40·3
1,081	116,840	·9	40,074	232,196	14·7	35,558	191,702	15·6
27,475	224,243	10·9	8,139	159,872	4·8	—	130,238	
31,997	116,873	21·5	6,958	129,235	5·1	7,397	182,893	3·9
	9,097	—	—	2,713	—	—	11,415	—
53,760	387,967	12·2	55,695	336,425	14·2	84,767	452,739	15·8
4,139,424	20,502,229	16·8	5,710,943	26,688,512	17·6	7,044,971	36,432,314	16·2
98,061	215,887	31·2	105,626	227,818	31·7	128,533	295,278	30·3
25,308	10,907	69·9	10,778	8,433	56·1	6,174	29,861	17·1
3,985	2,557	60·9	—	79,425	—	542	156,913	
83,141	87,433	48·7	130,881	141,658	48·0	213,569	130,982	45·6
10,185	7,258	58·4	22,582	5,414	80·7	27,810	632	
645,019	599,174	51·8	699,580	797,656	46·7	756,465	533,602	58·6
403,557	62,608	86·6	700,544	46,525	93·8	884,828	129,596	87·2
266,267	1,098,661	19·5	173,804	1,147,014	13·2	287,441	1,701,634	14·4
135,096	122,258	52·5	83,227	78,595	51·4	87,617	27,156	76·3
1,670,619	2,206,743	43·1	1,927,022	2,532,538	43·2	2,392,979	3,005,654	44·3
5,810,043	22,708,972	20·4	7,637,965	29,221,050	20·7	9,437,950	39,437,968	19·

Appendix.
9th Day, No. 17.

17. TABLE showing the TONNAGE of SHIPPING CLEARED to each of the CHIEF FOREIGN REST of the UNITED KINGDOM; and LONDON'S PROPORTION of

[The figures as to tonnage for London and for the United Kingdon (and by deduction for the "rest and Shipping" (1871, 1881,

(*Handed in by Mr. G. L. Gomme*

Country to which cleared.	1861.			1871.		
	London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.	London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.
Russia	102,481	481,709	17·5	114,795	1,027,854	10·0
Sweden	91,723	241,809	27·5	212,102	470,943	31·0
Norway	125,555	265,221	32·1	193,438	493,279	28·2
Denmark	169,049	419,341	28·7	136,029	607,987	18·3
Germany	204,601	1,369,181	13·0	376,201	2,187,604	14·7
Holland	163,352	413,490	28·3	248,535	832,288	23·0
Belgium	103,780	124,716	45·4	172,141	596,890	22·4
France	210,248	1,459,967	12·6	376,762	2,277,614	14·2
Portugal	18,185	153,990	10·6	53,180	182,279	22·6
Spain...	35,250	471,159	7·0	37,517	541,599	6·5
Italy	23,018	386,890	5·6	33,307	675,197	4·7
Austria	7,701	100,616	7·1	5,759	169,049	3·3
Greece	2,761	20,522	11·9	2,335	60,840	3·7
Bulgaria	—	—	—	—	—	—
Roumânia (Wallachia and Moldavia) ...	6,713	7,899	45·9	4,797	35,233	12·0
Turkish Dominions	6,081	161,523	3·6	18,166	284,747	6·0
Abyssinia	—	—	—	—	—	—
Egypt	2,025	173,682	1·2	14,507	546,575	2·6
Arabia	—	—	—	—	2,562	
Tripoli, Tunis and Morocco	2,988	4,187	41·6	2,017	10,421	16·2
Persia	1,164	—	100·0	1,571	—	100·0
Siam	646	—	100·0	1,476	407	78·4
China	29,579	37,768	43·9	45,512	22,439	67·0
Japan	—	—	—	16,174	16,281	49·8
Philippine and other Pacific Islands ...	364	13,933	2·5	1,097	9,737	10·1
United States	252,522	1,473,293	14·6	226,085	2,483,784	8·3
Cuba, Hayti and San Domingo	18,040	195,414	8·4	1,166	9,737	10·7
Mexico	—	11,914	—	3,277	34,734	8·6
Central America	34,812	418,861	7·7	5,957	4,692	55·9

COUNTRIES and BRITISH POSSESSIONS from the PORT of LONDON and from the PORTS of the the WHOLE KINGDOM. (1861, 1871, 1881, 1891, and 1899.)

of the United Kingdom") are obtained from the "Trade and Navigation" (1861) and "Navigation 1891, and 1899) Returns.]

on the Ninth Day. See Question 3225.)

1881.			1891.			1899.		
London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.	London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.	London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.
134,562	1,233,187	9·8	241,254	1,373,495	14·9	251,204	2,520,470	9·1
172,156	771,464	18·2	182,061	1,281,317	12·4	176,831	1,961,049	8·3
167,827	674,676	19·9	260,890	1,129,614	18·8	221,279	1,338,844	14·2
108,917	819,767	11·7	110,860	1,139,872	8·9	32,175	1,448,149	2·2
510,014	2,129,515	19·3	558,274	3,380,630	14·2	594,309	3,854,571	13·4
316,006	1,179,993	21·1	984,769	1,055,251	48·3	1,132,492	1,675,073	40·3
246,737	827,590	23·0	333,783	1,290,509	20·5	788,740	1,562,853	33·5
374,771	3,596,764	9·4	281,885	4,248,752	6·2	447,250	5,443,263	7·6
72,288	238,987	23·2	30,670	356,673	7·9	19,977	354,730	5·3
60,237	1,144,552	5·0	115,637	1,316,580	8·0	195,974	1,885,704	9·4
32,377	1,213,587	2·6	78,927	2,162,620	3·5	26,287	3,008,458	·9
11,676	54,824	17·6	1,133	96,884	1·2	20,846	231,252	8·3
2,220	94,403	2·3	—	157,773	—	1,276	233,194	·5
—	—	—	—	1,921	—	—	3,319	—
7,813	52,846	12·9	10,595	165,082	6·0	12,134	154,663	7·3
17,362	231,490	7·0	30,955	321,999	8·8	54,151	300,346	15·3
—	—	—	—	1,521	—	—	9,723	—
1,524	641,109	2·4	—	981,121	—	12,221	1,183,246	1·0
—	5,212	—	—	—	—	—	—	
6,247	6,994	47·2	14,393	14,183	50·4	1,487	56,521	2·6
—	881	—	1,067	—	100·0	1,702	3,564	32·3
—	2,777	—	—	1,105	—	—	2,662	—
5,030	19,507	20·5	—	97,390	—	24,507	46,007	34·8
4,015	18,167	18·1	272	46,799	·6	141,347	281,981	33·4
2,762	53,139	4·9	—	42,313	—	7,155	39,193	15·4
548,155	3,768,941	12·7	775,411	3,877,869	16·7	1,181,345	5,248,706	18·4
325	4,261	7·1	2,095	4,195	33·3	657	152,537	·4
4,266	90,649	4·5	3,621	99,948	3·5	1,430	118,397	1·2
3,031	2,015	60·1	2,358	8,153	22·4	1,949	17,907	9·8

Appendix.

9th Day, No. 17 continued.

17. TABLE showing the Tonnage of Shipping Cleared to each of the Chief

Country to which cleared.	1861.			1871.		
	London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.	London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.
Argentine Republic	(a)	(a)	(a)	11,543	111,100	9·4
Chili				5,599	141,724	3·8
Brazil				25,211	383,078	6·2
Other South American Countries ...				21,595	346,045	5·9
Whale and Deep Sea Fisheries	—	10,228	—	—	4,806	—
Foreign Possessions	30,740	299,857	9·3	39,674	543,632	6·8
Total Foreign Countries ...	1,643,378	8,717,170	15·9	2,407,525	15,115,157	13·7
Channel Islands	7,194	153,032	4·5	7,428	179,959	4·0
Gibraltar, Malta and Gozo (and Heligoland)	33,395 (b)	195,467(b)	14·6(b)	45,326	237,487	16·0
West Africa and Ascension	70,981	74,508	48·8	9,572	13,273	41·9
South Africa				39,349	49,263	44·4
East Africa and Mauritius				11,842	90,594	11·6
India, Straits Settlements & Hong Kong	236,928	72,050	29·3	354,512	911,847	28·0
Australia and New Zealand	219,287	117,879	65·1	237,797	66,959	78·0
British North America	117,420	991,543	10·6	93,408	888,080	9·5
British West India Islands	99,723	166,097	37·5	116,529	192,074	37·8
Honduras and Guiana						
Total British Possessions	784,928	2,270,576	25·7	915,763	2,629,536	25·8
Total Foreign Countries and British Possessions	2,428,306	10,987,746	18·1	3,323,288	17,744,693	15·8

(a) The figure relating to these countries are for this year included with Central America in the returns
(b) These figures for 1861 include the Ionian Islands, then a British Possession, but since transferred to Greece.

Foreign Countries and British Possessions from the Port of London, &c.—*continued.*

1881.			1891.			1899.		
London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.	London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.	London.	Rest of United Kingdom.	London's proportion per cent. of United Kingdom.
6,110	193,975	3·0	24,066	467,881	4·9	45,982	937,021	4·7
7,127	297,280	2·3	10,960	361,246	2·9	17,030	355,023	4·6
55,560	471,526	10·5	77,761	825,769	8·6	30,757	767,490	3·8
28,986	202,218	12·5	11,623	351,133	3·2	21,870	490,637	4·3
—	6,630	—	—	3,633	—	-	4,904	
43,167	840,488	4·9	48,053	1,041,363	4·4	245,821	1,336,312	15·5
2,951,268	20,889,414	12·4	4,193,423	27,704,600	13·1	5,710,185	37,027,769	13·4
13,523	280,834	4·6	16,009	316,763	4·8	21,888	390,993	5·3
18,608	526,081	3·4	3,174	483,802	·6	5,047	410,421	1·2
3,189	7,504	29·8	2,885	94,249	3·0	5,233	174,957	2·9
185,338	235,229	44·1	189,697	415,699	31·3	149,624	533,794	21·9
12,504	106,751	10·5	5,693	122,454	4·4	48,233	184,804	20·7
463,435	1,426,850	24·5	428,172	1,471,927	22·5	264,580	1,230,641	17·7
560,497	198,258	73·9	713,436	350,580	67·0	675,944	253,626	72·7
164,181	1,078,835	13·2	137,357	943,643	12·7	157,990	1,487,729	9·6
105,717	202,514	34·3	97,706	262,336	27·1	52,401	121,110	30·2
1,526,992	4,062,856	27·3	1,594,129	4,461,453	26·3	1,380,940	4,788,075	22·4
4,478,260	24,952,270	15·2	5,787,552	32,166,053	15·2	7,091,125	41,815,844	14 5

Appendix 9th Day, No. 18.

18. TABLE showing the VALUE of IMPORTS INTO the PORT of LONDON and the PORTS of the REST of the UNITED KINGDOM; and LONDON'S PROPORTION of the WHOLE KINGDOM, 1872 to 1899.

[The figures as to London and the United Kingdom (and by deduction for the "rest of the United Kingdom") are obtained from the "Trade" (1872–99) Returns.]

(*Handed in by Mr. G. L. Gomme on the Ninth Day. See Question 3225.*)

Year.	Value of Imports into the		London's Proportion per cent. of the United Kingdom.
	Port of London (a).	Rest of the United Kingdom.	
	£	£	
1872	124,174,141	230,519,483	35·0
1873	127,561,113	243,726,259	34·4
1874	130,962,119	239,120,582	35·4
1875	135,102,452	238,837,125	36·1
1876	134,885,015	240,269,688	35·9
1877	140,332,773	254,086,909	35·6
1878	126,696,104	242,074,638	34·4
1879	129,105,188	233,886,687	35·6
1880	141,442,907	269,786,658	34·4
1881	139,809,484	257,213,005	35·2
1882	142,507,974	270,511,634	34·5
1883	145,139,505	281,752,074	34·0
1884	141,901,621	248,116,948	36·4
1885	132,699,036	238,268,919	35·8
1886	128,008,767	221,854,705	36·6
1887	129,430,751	232,796,813	35·7
1888	138,183,465	249,452,278	35·7
1889	144,711,517	282,926,078	33·8
1890	144,515,992	276,176,005	34·4
1891	149,473,286	285,967,978	34·3
1892	144,273,415	279,520,467	34·1
1893	141,560,207	263,127,971	35·0
1894	141,455,868	266,888,942	34·6
1895	145,047,445	271,642,213	34·8
1896	146,852,558	294,956,346	33·2
1897	151,209,683	299,819,277	33·5
1898	155,669,956	314,874,746	33·1
1899	164,105,695	320,929,888	33·8

(a) From 1st April, 1884, the returns include Queenborough with London; previous to this it was included with Rochester.

19. TABLE showing the VALUE of EXPORTS from the PORT of LONDON and the PORTS of the REST of the UNITED KINGDOM; and LONDON'S PROPORTION of the WHOLE KINGDOM, 1872 to 1899.

[The figures as to London and the United Kingdom (and by deduction for the "rest of the United Kingdom") are obtained from the "Trade and Navigation" (1857–70) and the "Trade" (1871–99) Returns.]

(*Handed in by Mr. G. L. Gomme on the Ninth Day. See Question 3225.*)

Year.	Home Produce.			Foreign and Colonial Produce.			Total.		
	Port of London.	Rest of the United Kingdom.	London's proportion per cent. of the United Kingdom.	Port of London.	Rest of the United Kingdom.	London's proportion per cent. of the United Kingdom.	Port of London.	Rest of the United Kingdom.	London's proportion per cent. of the United Kingdom.
	£	£		£	£		£	£	
1857	27,832,348	94,233,759	22·8						
1858	28,886,839	87,721,917	24·8						
1859	30,220,109	100,191,420	23·2						
1860	30,837,688	105,053,539	22·7						
1861	30,974,525	94,128,289	24·8						
1862	31,523,812	92,468,452	25·4						
1863	36,211,510	110,390,832	24·7						
1864	36,554,913	123,894,140	22·8						
1865	37,009,718	128,826,007	22·3						
1866	41,449,797	147,467,739	21·9						
1867	40,172,230	140,789,693	22·2						
1868	43,276,643	136,401,169	24·1						
1869	45,250,638	144,703,319	23·8	Information not available.					
1870	45,606,785	153,980,037	22·8						
1871	48,447,297	174,618,865	21·7						
1872	53,222,779	203,034,568	20·8						
1873	57,199,098	197,965,505	22·4						
1874	60,232,118	179,326,003	25·1						
1875	57,923,927	165,542,036	25·9						
1876	52,071,239	148,567,965	26·0						
1877	51,985,826	146,907,239	26·1						
1878	48,145,873	144,703,041	25·0						
1879	47,335,753	144,196,005	24·7						
1880	52,600,929	170,459,517	23.6						
1881	58,581,539	175,441,139	25·0						
1882	58,585,803	182,881,359	24·3	39,884,523	25,309,029	61·2	98,470,326	208,190,388	32·1
1883	55,229,721	184,569,752	23·0	39,989,352	25,648,245	60·9	95,219,073	210,217,997	31·2
1884	54,407,872	178,617,370	23·3	39,594,203	23,348,138	62·9	94,002,075	201,965,508	31·8
1885	50,517,252	162,564,527	23·7	34,845,773	23,513,421	59·7	85,363,025	186,077,948	31·5
1886	46,125,495	166,599,705	21·7	34,455,430	21,778,833	61·3	80,580,925	188,378,538	30·0
1887	46,025,152	175,890,758	20·7	35,339,715	24,009,260	59·5	81,362,867	199,900,018	28·9
1888	50,211,258	184,323,654	21·4	37,572,768	26,469,861	58·7	87,784,026	210,793,515	29·4
1889	48,251,282	200,683,913	19·4	39,572,979	27,084,505	59·4	87,824,261	227,768,418	27·8

Appendix 9th Day, No. 19 continued.

19. TABLE showing the Value of Exports from the Port of London, etc.—*continued.*

Year.	Home Produce.			Foreign and Colonial Produce.			TOTAL.		
	Port of London.	Rest of the United Kingdom.	London's proportion per cent. of the United Kingdom.	Port of London.	Rest of the United Kingdom.	London's proportion per cent. of the United Kingdom.	Port of London	Rest of the United Kingdom.	London's proportion per cent. of the United Kingdom.
	£	£		£	£		£	£	
1890	31,880,713	211,649,872	19·7	37,131,720	27,589,813	57·4	89,012,433	239,239,685	27·1
1891	50,987,444	196,247,706	20·6	36,133,504	25,745,064	58·4	87,120,948	221,992,770	28·2
1892	44,640,564	182,575,835	19·6	37,835,937	26,587,830	58·7	82,476,501	209,163,665	28·3
1893	42,311,028	175,948,690	19·4	34,353,762	24,524,790	58·4	76,664,790	200,473,480	27·7
1894	41,613,507	174,392,130	19·3	34,588,586	23,191,644	59·8	76,202,093	197,583,774	27·8
1895	44,661,604	181,466,642	19·8	35,009,277	24,694,884	58·6	79,670,881	206,161,526	27·9
1896	51,322,304	188,823,247	21·4	31,905,570	24,328,093	56·7	83,227,874	213,151,340	28·1
1897	49,851,251	184,368,457	21·3	32,800,648	27,153,762	54·7	82,651,899	211,522,219	28·1
1898	49,125,872	184,233,368	21·0	32,554,737	28,100,011	53·7	81,680,609	212,333,379	27·8
1899	53,717,477	210,774,734	20·3	34,460,689	30,581,758	53·0	88,178,166	241,356,492	26·7

20. TABLE showing the TRANSHIPMENT TRADE of LONDON and of the UNITED KINGDOM:—
(a) WINES and SPIRITS; (b) TEA; (c) TOBACCO and CIGARS; (d) OTHER ARTICLES.

["Trade and Navigation" (1853–70) and "Trade" (1871–99) Returns.]

(Handed in by Mr. G. L. Gomme on the Ninth Day. See Question 3225).

(*a*)—WINES AND SPIRITS.

Year.	Imported for transhipment.			Exported after Transhipment.			Total for the United Kingdom.
	London.	Rest of United Kingdom.	London's proportion of the United Kingdom.	London.	Rest of United Kingdom.	London's proportion of the United Kingdom.	
	Gallons.	Gallons.	per cent.	Gallons.	Gallons.	per cent.	Gallons
1854	749,996	80,326	90·3	749,996	80,326	90·3	830,322
1855	601,171	83,672	87·7	601,171	83,672	87·7	684,843
1856	947,317	124,295	88·4	947,317	124,295	88·4	1,071,612
1857	1,158,129	275,748	80·8	1,158,129	275,748	80·8	1,433,877
1858	1,089,584	155,757	87·5	1,089,584	155,757	87·5	1,245,341
1859	1,568,230	197,017	88·8	1,568,230	197,017	88·8	1,765,247
1860	1,120,722	227,034	83·2	1,120,722	227,034	83·2	1,347,756
1861	1,156,768	258,445	81·7	1,156,768	258,445	81·7	1,415,213
1862	1,601,254	220,996	87·9	1,601,254	220,996	87·9	1,822,250
1863	1,824,461	243,952	88·2	1,824,461	243,952	88·2	2,068,413
1864	2,221,384	256,149	89·7	2,221,384	256,149	89·7	2,477,533
1865	1,884,927	380,885	83·2	1,884,927	380,885	83·2	2,265,812
1866	2,455,882	637,818	79·4	2,455,882	637,818	79·4	3,093,700
1867	1,955,012	571,862	77·4	1,955,012	571,862	77·4	2,526,874
1868	2,618,589	675,680	79·5	2,618,589	675,680	79·5	3,294,269
1869	3,291,193	935,169	77·9	3,291,193	935,169	77·9	4,226,362
1870	4,077,556	1,088,670	78·9	4,077,556	1,088,670	78·9	5,166,226
1871*	3,413,263	664,478	83·7	3,413,263	664,478	83·7	4,077,741
1872*	3,204,694	731,616	81·4	3,204,694	731,616	81·4	3,936,310
1873*	3,248,195	1,083,875	75·0	3,243,271	1,088,799	74·9	4,332,070
1874*	3,736,532	940,375	79·9	3,734,200	942,707	79·8	4,676,907
1875*	3,679,471	709,415	83·8	3,674,044	714,842	83·7	4,388,886

* Excluding Wine which is not mentioned in the Returns for these years.

Appendix.

9th Day, No 20 continued.

20. TABLE showing the Transhipment Trade of London and of the United Kingdom—*continued.*

(*a*)—WINES AND SPIRITS—*continued.*

Year.	Imported for transhipment.			Exported after transhipment.			Total for the United Kingdom.
	London.	Rest of United Kingdom.	London's proportion of the United Kingdom.	London.	Rest of United Kingdom.	London's proportion of the United Kingdom.	
	Gallons.	Gallons.	per cent.	Gallons.	Gallons.	per cent.	Gallons.
1876*	3,887,275	729,899	84·2	3,875,992	741,182	83·9	4,617,174
1877*	4,038,225	1,016,63	79·9	4,024,645	1,030,215	79·6	5,054,860
1878*	3,145,291	1,201,058	72·4	3,122,838	1,223,511	71·9	4,346,349
1879*	3,226,974	1,111,297	74·4	3,222,596	1,115,675	74·3	4,338,271
1880*	3,651,326	1,421,617	72·0	3,635,686	1,437,257	71·7	5,072,943
1881*	3,320,157	1,511,730	68·7	3,289,708	1,542,179	68·1	4,831,887
1882*	2,767,518	1,646,993	62·7	2,735,208	1,679,303	62·0	4,414,511
1883*	2,676,055	2,041,314	56·7	2,662,525	2,054,844	56·4	4,717,369
1884*	2,362,147	1,884,165	55·6	2,352,017	1,894,295	55·4	4,246,312
1885*	2,210,328	1,354,452	62·0	2,199,547	1,365,233	61·7	3,564,780
1886*	2,338,270	959,920	70·9	2,330,229	967,961	70·7	3,298,190
1887*	2,441,743	877,820	73·6	2,422,847	896,716	73·0	3,319,563
1888*	2,389,664	1,001,310	70·5	2,366,813	1,024,161	69·8	3,390,974
1889	2,802,842	2,807,294	50·0	2,760,800	2,849,336	49·2	5,610,136
1890	2,590,739	2,587,679	50·0	2,551,015	2,627,403	49·3	5,178,418
1891	2,543,170	2,176,785	53·9	2,502,660	2,217,295	53·0	4,719,955
1892	2,259,193	2,421,948	48·3	2,205,502	2,475,639	47·1	4,681,141
1893	1,885,161	2,508,526	42·9	1,886,313	2,507,374	42·9	4,393,687
1894	1,679,686	2,236,040	42·9	1,672,672	2,243,054	42·7	3,915,726
1895	1,587,658	2,532,836	38·5	1,591,736	2,528,758	38·6	4,120,494
1896	1,464,531	2,361,807	38·3	1,473,312	2,353,026	38·5	3,826,338
1897	1,427,831	2,518,346	36·2	1,430,221	2,515,956	36·2	3,946,177
1898	1,596,130	2,669,488	37·4	1,600,931	2,664,687	37·5	4,265,618
1899	1,556,922	2,489,568	38·5	1,555,038	2,491,452	38·4	4,046,490

* Excluding Wine which is not mentioned in the Returns for these years.

20.—TABLE shewing the Transhipment Trade of London and of the United Kingdom—*continued.*

(*b*)—TEA.

Year.	Imported for transhipment.			Exported after transhipment.			Total for the United Kingdom.
	London.	Rest of United Kingdom.	London's proportion of the United Kingdom.	London.	Rest of United Kingdom.	London's proportion of the United Kingdom.	
	lbs.	lbs.	per cent.	lbs.	lbs.	per cent.	lbs.
1854	237,511	12,208	95·1	237,511	12,208	95·1	249,719
1855	127,697	9,340	93·2	127,697	9,340	93·2	137,037
1856	144,796	17,934	89·0	144,796	17,934	89·0	162,730
1857	20,166	49,628	28·9	20,166	49,628	28·9	69,794
1858	215,350	63,797	77·1	215,350	63,797	77·1	279,147
1859	276,994	33,477	89·2	276,994	33,477	89·2	310,471
1860	153,731	13,568	91·9	153,731	13,568	91·9	167,299
1861	581,711	10,618	98·2	581,711	10,618	98·2	592,329
1862	635,552	79,790	88·8	635,552	79,790	88·8	715,342
1863	1,331,664	92,423	93·5	1,331,664	92,423	93·5	1,424,087
1864	828,910	120	100·0	828,910	120	100·0	829,030
1865	653,196	6,350	99·0	653,196	6,350	99·0	659,546
1866	691,264	7,165	99·0	691,264	7,165	99·0	698,429
1867	1,288,576	31,175	97·6	1,288,576	31,175	97·6	1,319,751
1868	2,323,113	129,437	94·7	2,323,113	129,437	94·7	2,452,550
1869	3,703,240	16,874	99·5	3,703,240	16,874	99·5	3,720,114
1870	3,887,339	25,837	99·3	3,887,339	25,837	99·3	3,913,176
1871	Information	not available.					
1872							
1873							
1874	7,909,484	952,980	89·2	5,305,504	3,556,960	59·9	8,862,464
1875	11,125,136	217,657	98·0	6,690,436	4,652,357	59·0	11,342,793
1876	5,977,710	260,714	95·8	4,269,111	1,969,313	68·4	6,238,424
1877	12,964,048	49,953	99·6	9,879,320	3,134,681	75·9	13,014,001
1878	7,873 320	425,316	94·9	7,735,437	563,199	93·2	8,298,636
1879	8,083,618	242,721	97·1	8,030,738	295,601	96·4	8,326,339
1880	11,403,090	140,558	98·8	10,761,850	781,798	93·2	11,543,648
1881	10,325,556	214,914	97·9	10,325,556	214,914	97·9	10,540,470
1882	6,904,104	348,692	95·2	6,899,144	353,652	95·1	7,252,796
1883	6,602,761	603,455	91·6	6,596.074	610,142	91·5	7,206,216
1884	7,402,350	229,798	97·0	7,330,170	301,978	96·0	7,632,148

Appendix.

9th Day, No. 20 —continued.

20.—TABLE shewing the Transhipment Trade of London and of the United Kingdom—*continued.*

(b)—TEA—*continued.*

Year.	Imported for transhipment.			Exported after transhipment.			Total for the United Kingdom
	London.	Rest of United Kingdom.	London's proportion of the United Kingdom.	London.	Rest of United Kingdom.	London's proportion of the United Kingdom.	
	lbs.	lbs.	per cent.	lbs.	lbs.	per cent.	lbs.
1885	10,637,236	169,601	98·4	10,577,036	229,801	97·9	10,806,837
1886	10,227,005	168,674	98·4	10,210,205	185,474	98·2	10,395,679
1887	9,619,136	532,875	94·8	9,608,045	543,966	94·6	10,152,011
1888	16,319,666	372,946	97·8	16,308,257	384,355	97·7	16,692,612
1889	15,390,087	359,220	97·7	15,390,187	359,120	97·7	15,749,307
1890	9,704,800	502,776	95·0	9,704,800	502,776	95·0	10,207,576
1891	7,837,508	397,298	95·2	7,830,108	404,698	95·1	8,234,806
1892	7,889,254	697,245	91·9	7,894,254	692,245	91·9	8,586,499
1893	7,093,273	523,775	93·1	7,093,273	523,775	93·1	7,617,048
1894	6,952,482	613,140	91·9	6,952,482	613,140	91·9	7,565,622
1895	7,090,195	919,971	88·5	7,069,520	940,646	88·3	8,010,166
1896	8,359,456	923,478	90·1	8,359,462	923,472	90·1	9,282,934
1897	11,314,993	1,519,432	88·2	11,314,993	1,519,432	88·2	12,834,425
1898	8,020,056	976,609	89·1	8,020,056	976,609	89·1	8,996,665
1899	13,515,114	852,295	94·0	13,511,594	855,815	94·0	14,367,409

20.—TABLE shewing the Transhipment Trade of London and of the United Kingdom—*continued.*

(*c*)—TOBACCO AND CIGARS.

Year.	Imported for transhipment.			Exported after transhipment.			Total for the United Kingdom.
	London.	Rest of United Kingdom.	London's proportion of the United Kingdom.	London.	Rest of United Kingdom.	London's proportion of the United Kingdom.	
	lbs.	lbs.	per cent.	lbs.	lbs.	per cent.	lbs.
1854	171,648	15,269	91·8	171,648	15,269	91·8	186,917
1855	152,636	28,661	84·2	152,636	28,661	84·2	181,297
1856	2,968,532	281,248	91·4	2,968,532	281,248	91·4	3,249,780
1857	1,813,209	103,479	94·6	1,813,209	103,479	94·6	1,916,688
1858	707,173	77,186	90·2	707,173	77,186	90·2	784,359
1859	1,578,501	200,978	88·7	1,578,501	200,978	88·7	1,779,479
1860	887,347	174,049	83·6	887,347	174,049	83·6	1,061,396
1861	1,001,265	179,302	84·8	1,001,265	179,302	84·8	1,180,567
1862	1,107,918	96,847	92·0	1,107,918	96,847	92·0	1,204,765
1863	1,059,638	892,405	54·3	1,059,638	892,405	54·3	1,952,043
1864	2,113,715	1,771,236	54·4	2,113,715	1,771,236	54·4	3,884,951
1865	1,290,357	814,341	61·3	1,290,357	814,341	61·3	2,104,698
1866	931,042	804,442	53·6	931,042	804,442	53·6	1,735,484
1867	1,240,451	688,809	64·3	1,240,451	688,809	64·3	1,929,260
1868	1,885,144	1,034,078	64·6	1,885,144	1,034,078	64·6	2,919,222
1869	1,309,508	3,095,902	29·7	1,309,508	3,095,902	29·7	4,405,410
1870	2,609,222	5,395,935	32·6	2,609,222	5,395,935	32·6	8,005,157
1871	2,659,638	4,275,905	38·3	2,659,638	4,275,905	38·3	6,935,543
1872	6,239,204	9,391,809	39·9	6,239,204	9,391,809	39·9	15,631,013
1873	9,396,866	14,802,588	38·8	9,396,866	14,802,588	38·8	24,199,454
1874	11,136,661	14,845,471	42·9	11,426,311	14,555,821	44·0	25,982,132
1875	11,875,503	13,246,374	47·3	11,854,191	13,267,686	47·2	25,121,877
1876	8,040,952	10,621,632	43·1	8,014,967	10,647,617	42·9	18,662,584
1877	11,818,132	7,154,307	62·3	11,799,578	7,172,861	62·2	18,972,439
1878	10,942,369	9,480,666	53·6	10,932,125	9,490,910	53·5	20,423,035
1879	6,457,485	7,136,058	47·5	6,429,285	7,164,258	47·3	13,593,543
1880	12,758,724	6,034,006	67·9	12,746,679	6,046,051	67·8	18,792,730
1881	17,618,491	5,406,128	76·5	17,592,745	5,431,874	76·4	23,024,619
1882	17,147,322	2,225,976	88·5	17,140,528	2,232,770	88·5	19,373,298
1883	17,198,933	3,732,377	82·2	17,318,343	3,612,967	82·7	20,931,310
1884	14,437,538	3,609,701	80·0	14,460,238	3,587,001	80·1	18,047,239

Appendix.

9th Day, No. 20 —continued.

20.—TABLE shewing the Transhipment Trade of London and of the United Kingdom—*continued.*

(c) TOBACCO AND CIGARS.—*continued.*

Year.	Imported for transhipment.			Exported after transhipment.			Total for the United Kingdom.
	London.	Rest of United Kingdom.	London's proportion of the United Kingdom.	London.	Rest of United Kingdom.	London's proportion of the United Kingdom.	
	lbs.	lbs.	per cent.	lbs.	lbs.	per cent.	lbs.
1885	14,518,231	4,361,758	76·9	14,515,289	4,364,700	76·9	18,879,989
1886	15,271,929	4,585,492	76·9	15,493,350	4,364,071	78·0	19,857,421
1887	8,429,553	5,249,880	61·6	8,395,874	5,283,559	61·4	13,679,433
1888	17,220,239	5,879,725	74·5	17,293,080	5,806,884	74·8	23,099,964
1889	12,106,752	9,322,561	56·5	12,866,115	8,563,198	60·0	21,429,313
1890	7,522,867	8,078,903	48·2	9,373,411	6,228,359	60·1	15,601,770
1891	9,765,385	7,870,319	55·4	12,478,835	5,156,869	70·8	17,635,704
1892	7,156,367	7,858,221	47·7	8,452,741	6,561,847	56·3	15,014,588
1893	8,909,244	7,865,670	53·1	10,128,582	6,646,332	60·4	16,774,914
1894	7,193,964	5,554,451	56·4	7,584,256	5,164,159	59·5	12,748,415
1895	5,760,492	7,520,909	43·4	6,237,752	7,043,649	47·0	13,281,401
1896	8,838,786	7,740,876	53·3	9,618,836	6,960,826	58·0	16,579,662
1897	12,773,963	11,165,807	53·4	13,556,827	10,382,943	56·6	23,939,770
1898	8,735,512	15,783,014	35·6	8,730,112	15,788,414	35·6	24,518,526
1899	3,283,988	15,348,610	17·6	3,283,988	15,348,610	17·6	18,632,598

20.—TABLE shewing the Transhipment Trade of London and of the United Kingdom—*continued.*

(*d*) OTHER ARTICLES.

(*i.e.*, in addition to wine and spirits, tea, tobacco and cigars, set out in tables A, B, and C.)

Year.	Imported for transhipment.			Exported after transhipment.			Total for the United Kingdom.
	London.	Rest of United Kingdom.	London's proportion of the United Kingdom.	London.	Rest of United Kingdom.	London's proportion of the United Kingdom.	
	£	£	per cent.	£	£	per cent.	£
1853—70	The information in these years is not available in a form for comparison with succeeding years.						
1871	2,369,202	7,138,820	24·9	2,346,192	7,161,830	24·7	9,508,022
1872	3,344,958	8,342,463	28·6	3,290,356	8,397,065	28·2	11,687,421
1873	2,999,088	8,382,613	26·3	2,983,943	8,397,758	26·2	11,381,701
1874	1,817,841	6,415,297	22·1	1,822,882	6,410,256	22·1	8,233,138
1875	2,383,656	6,504,583	26·8	2,317,342	6,570,897	26·1	8,888,239
1876	2,005,502	5,776,345	25·8	1,940,286	5,841,561	24·9	7,781,847
1877	2,694,111	6,281,873	30·0	2,635,605	6,340,379	29·4	8,975,984
1878	2,245,867	6,141,200	26·8	2,209,113	6,177,954	26·3	8,387,067
1879	2,455,672	5,989,528	29·1	2,439,209	6,005,991	28·9	8,445,200
1880	2,679,607	6,666,964	28·7	2,650,675	6,695,896	28·4	9,346,571
1881	3,044,800	6,558,375	31·7	2,991,699	6,611,476	31·2	9,603,175
1882	3,034,627	6,271,840	32·6	2,987,695	6,318,772	32·1	9,306,467
1883	3,222,856	5,801,509	35·7	3,262,552	5,761,813	36·1	9,024,365
1884	3,494,683	5,861,324	37·3	3,490,708	5,865,299	37·3	9,356,007
1885	3,578,372	4,636,803	43·6	3,633,098	4,582,077	44·2	8,215,175
1886	3,822,517	4,251,396	47·3	3,874,964	4,198,949	48·0	8,073,913
1887	3,575,315	4,169,277	46·2	3,581,124	4,163,468	46·2	7,744,592
1888	3,392,985	4,295,728	44·1	3,440,997	4,247,716	44·8	7,688,713
1889	2,210,586	3,920,381	36·0	2,286,345	3,844,622	37·3	6,130,967
1890	2,393,570	4,009,141	37·4	2,462,243	3,940,468	38·5	6,402,711
1891	2,454,088	4,111,179	37·4	2,576,102	3,989,115	39·2	6,565,217
1892	2,846,533	4,752,802	37·5	2,958,017	4,641,318	38·9	7 599,335
1893	3,075,624	5,721,383	35·0	3,381,698	5,415,309	38·4	8,797,007
1894	2,361,579	5,008,719	32·0	2,534,351	4,835,947	34·4	7,370,298
1895	3,400,609	5,071,143	40·1	3,610,170	4,861,582	42·6	8,471,752
1896	2,771,503	4,723,829	37·0	3,021,206	4,474,126	40·3	7,495,332
1897	2,875,000	4,828,380	37·3	3,035,714	4,667,666	39·4	7,703,380
1898	2,433,657	4,404,442	35·6	2,446,872	4,391,227	35·8	6,838,099
1899	2,170,951	5,794,006	27·3	2,169,370	5,795,587	27·2	7,964,957

Appendi — 9th Day, No. 20 —continued.

20.—TABLE shewing the Transhipment Trade of London and of the United Kingdom—*continued*

(*e*) TOTAL VALUE.

(For the years for which this information is given in the "Trade" Returns.)

Year.	Total value of all goods imported for transhipment.			Total value of all goods exported after transhipment.			Total for the United Kingdom.
	London.	Rest of United Kingdom.	London's proportion of the United Kingdom.	London.	Rest of United Kingdom.	London's proportion of the United Kingdom.	
	£	£	per cent.	£	£	per cent.	£
1896	4,105,591	6,160,788	40·0	4,398,756	5,867,623	42·8	10,266,379
1897	4,431,383	6,320,725	41·2	4,629,965	6,122,143	43·1	10 752,108
1898	3,849,032	5,943,603	39·3	3,867,584	5,925,051	39·5	9,792,635
1899	3,342,757	7,443,855	31·0	3,340,279	7,446,333	31·0	10,786,612

21. TABLE showing the PROPORTION which the SHIPPING of certain PORTS bears to the SHIPPING of the UNITED KINGDOM.

Appendix.

9th Day, No. 21.

21. TABLE showing the PROPORTION which the SHIPPING of certain

(Calculated on the figures given in the "Trade and Navigation" (1853–70),

(Handed in by Mr. G. L. Gomme

Year.	London.						Southampton.						Newhaven.		
	Entered.			Cleared.			Entered.			Cleared.			Entered.		
	Foreign.	Coast-wise.	Total.	Foreign.	Coast-wise.	Total.	Foreign.	Coast-wise.	Total.	Foreign.	Coast-wise.	Total.	Foreign.	Coast-wise.	Total.
1853	32·5	—	—	16·6	—	—	3·1	—	—	2·8	—	—	—	—	—
1854	32·9	—	—	17·0	—	—	3·2	—	—	2·6	—	—	—	—	—
1855	33·9	—	—	16·2	—	—	3·0	—	—	2·3	—	—	—	—	—
1856	31·1	19·2	23·4	15·9	6·4	10·1	2·8	1·3	1·8	2·3	·4	1·1	—	·2	—
1857	31·8	18·9	23·5	15·1	6·5	9·9	3·5	1·2	2·1	2·7	·3	1·2	—	·2	—
1858	33·3	18·8	24·0	16·1	6·4	10·1	3·3	1·4	2·1	2·6	·3	1·2	—	·2	—
1859	30·8	18·7	23·0	15·3	6·5	9·9	3·5	1·3	2·1	2·7	·2	1·2	—	·2	—
1860	29·4	18·6	22·6	14·6	6·4	9·5	3·2	1·6	2·2	2·6	·2	1·1	—	·2	—
1361	29·5	18·3	22·5	14·5	6·1	9·4	2·9	1·4	2·0	2·6	·2	1·1	—	·2	—
1862	30·9	18·0	22·9	15·2	6·1	9·7	3·3	1·2	2·0	2·5	·2	1·2	—	·2	—
1863	30·6	17·9	22·8	16·0	6·4	10·3	3·2	1·2	2·0	2·6	·2	1·2	—	·2	—
1864	29·5	17·1	22·0	14·7	6·1	9·6	3·2	1·3	2·1	2·7	·2	1·2	—	·3	—
1865	29·7	16·8	22·0	14·4	6·2	9·6	3·4	1·3	2·1	2·7	·2	1·2	—	·3	—
1866	28·6	16·2	21·4	13·7	6·1	9·3	3·5	1·2	2·2	2·8	·2	1·3	—	·3	—
1867	27·6	15·9	20·8	13·1	6·1	9·2	3·8	1·3	2·3	2·8	·2	1·4	—	·3	—
1868	27·3	16·0	20·9	13·1	6·6	9·7	4·1	1·3	2·5	3·2	·2	1·6	—	·3	—
1869	26·9	15·5	20·6	14·0	6·5	9·9	3·9	1·3	2·5	2·9	·2	1·4	—	·3	—
1870	27·0	15·6	20·7	13·2	6·6	9·8	3·7	1·3	2·4	2·6	·2	1·3	—	·3	—
1871	25·4	14·5	19·7	13·2	7·0	10·1	4·3	1·3	2·7	3·1	·2	1·7	·6	·2	·4
1872	23·9	13·9	18·8	13·3	7·3	10·4	4·1	1·2	2·7	3·2	·3	1·8	·6	·2	·4
1873	23·8	15·3	19·3	14·0	6·7	10·4	4·5	1·0	2·6	3·7	·5	2·1	·6	·1	·3
1874	24·5	16·2	20·1	14·7	6·4	10·6	4·0	1·0	2·4	3·0	·6	1·8	·6	·1	·3
1875	25·3	16·7	20·6	14·4	6·4	10·4	3·7	1·0	2·2	2·9	·6	1·7	·7	·1	·4
1876	24·7	16·2	20·2	14·6	6·4	10·5	3·6	1·0	2·2	2·7	·5	1·6	·7	·2	·4
1877	25·2	15·4	20·1	14·8	6·1	10·4	3·8	1·0	2·3	2·8	·5	1·7	·7	·1	·4
1878	24·6	15·4	19·6	14·7	6·2	10·4	4·1	1·1	2·5	2·9	·6	1·7	·9	·1	·5
1879	26·1	16·0	20·5	14·3	6·0	10·1	3·9	1·1	2·3	2·7	·6	1·7	·8	·1	·4
1880	24·3	16·4	20·2	14·0	6·0	10·2	3·5	1·0	2·2	2·5	·6	1·6	·7	·1	·4
1881	24·4	16·8	20·4	14·0	6·2	10·4	4·2	1·2	2·6	2·8	·7	1·8	·7	·1	·4
1882	24·0	16·4	20·1	13·4	6·3	10·1	3·9	1·2	2·5	2·7	·7	1·8	·8	·1	·5
1883	24·5	17·0	20·7	13·1	6·8	10·3	4·0	1·1	2·5	2·7	·7	1·8	·9	·1	·5
1884	26·7	17·8	22·1	14·1	7·3	11·0	3·6	1·1	2·3	2·2	·6	1·5	1·0	·1	·5
1885	26·4	18·3	22·2	14·5	7·2	11·1	3·5	1·1	2·2	2·3	·7	1·6	1·1	·1	·6
1886	27·2	18·0	22·4	15·2	7·2	11·5	3·4	1·0	2·2	2·1	·5	1·4	1·2	·1	·6
1887	26·0	18·8	22·3	14·3	7·6	11·3	3·1	1·0	2·0	2·1	·5	1·4	1·1	·2	·6
1888	26·9	18·2	22·4	14 6	7·3	11·2	3·2	1·8	2·5	2·1	1·4	1·8	1·1	·2	·7
1889	25·8	17·3	21·6	14·3	7·3	11·1	3·2	1·8	2·5	2·2	1·4	1·8	1·1	·2	·7
1890	26·0	17·7	21·9	14·8	7·5	11·6	3·1	1·8	2·5	2·1	1·3	1·8	1·0	·2	·6
1891	26·5	17·8	22·1	14·6	7·4	11·4	3·2	2·0	2·6	2·1	1·5	1·9	1·1	·2	·6
1892	26·0	18·1	22·1	15·3	7·8	11·9	3·0	2·0	2·5	2·0	1·6	1·8	1·0	·2	·6
1893	26·6	19·2	22·8	14·6	7·6	11·4	3·9	2·2	3·0	2·6	1·5	2·1	1·2	·3	·7
1894	26·3	18·7	22·5	14·7	7·8	11·5	3·3	2·3	3·1	2·6	1·6	2·2	1·1	·3	·7
1895	26·6	18·8	22·7	14·6	7·8	11·5	4·5	2·3	3·4	3·2	1·6	2·5	·9	·3	·6
1896	26·3	19·3	22·9	15·1	7·6	11·7	4·6	2·4	3·5	3·3	1·7	2·6	·9	·3	·6
1897	25·9	19·4	22·8	14·9	7·4	11·6	4·4	2·3	3·4	3·2	1·6	2·5	·9	·3	·6
1898	26·9	17·4	22·4	15·7	7·5	12·2	4·1	2·5	3·4	3·0	1·6	2·4	.9	·4	·7
1899	25·5	17·5	21·8	14·1	7·2	11·2	4·3	2·4	3·4	3·1	1·6	2·5	·9	·4	·7

[The Ports in this table are the Ports which are

PORTS bears to the SHIPPING of the UNITED KINGDOM.
and the "Navigation and Shipping" (1871–99), Returns.
on the Ninth Day. See Question 3225.)

Newhaven.			Folkestone.						Dover.						Year.
Cleared.			Entered.			Cleared.			Entered.			Cleared.			
Foreign.	Coast-wise.	Total.	Foreign.	Coast-wise.	Total.	Foreign.	Coast-wise.	Total.	Foreign.	Coast-wise.	Total.	Foreign.	Coast-wise.	Total.	
—	—	—	—		—	—	—	—	—	—	—	—	—	—	1853
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1854
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1855
—	·04	—	—	·5	—	—	·05	—	—	·3	—	—	·03	—	1856
—	·03	—	—	·5	—	—	·05	—	—	·3	—	—	·05	—	1857
—	·02	—	—	·4	—	—	·03	—	—	·3	—	—	·05	—	1858
—	·01	—	—	·4	—	—	·03	—	—	·3	—	—	·05	—	1859
—	·02	—	—	·4	—	—	·02	—	—	·3	—	—	·06	—	1860
—	·02	—	—	·4	—	—	·02	—	—	·3	—	—	·05	—	1861
—	·02	—	—	·4	—	—	·01	—	—	·3	—	—	·05	—	1862
—	·02	—	—	·4	—	—	·02	—	—	·3	—	—	·07	—	1863
—	·02	—	—	·4	—	—	·03	—	—	·3	—	—	·07	—	1864
—	·01	—	—	·4	—	—	·02	—	—	·3	—	—	·08	—	1865
—	·01	—	—	·4	—	—	·02	—	—	·3	—	—	·08	—	1866
—	·01	—	—	·4	—	—	·01	—	—	·3	—	—	·08	—	1867
—	·01	—	—	·4	—	—	·02	—	—	·3	—	—	·08	—	1868
—	·01	—	—	·3	—	—	·01	—	—	·3	—	—	·08	—	1869
—	·01	—	—	·3	—	—	·01	—	—	·3	—	—	·07	—	1870
·5	·01	·3	·1	·3	·4	·5	·01	·3	1·6	·3	·9	1·3	·08	·7	1871
·5	·00	·3	·1	·3	·5	·5	·01	·3	1·5	·3	·9	1·2	·07	·7	1872
·6	·03	·3	·7	·3	·5	·7	·11	·4	1·4	·4	·9	1·3	·09	·7	1873
·5	·02	·3	·7	·3	·5	·6	·03	·3	1·5	·3	·8	1·3	·08	·7	1874
·6	·02	·3	·7	·3	·5	·6	·02	·3	1·5	·2	·8	1·3	·08	·7	1875
·6	·01	·3	·6	·2	·4	·6	·02	·3	1·4	·2	·8	1·2	·05	·6	1876
·6	·01	·3	·7	·2	·4	·6	·02	·3	1·4	·2	·8	1·2	·06	·6	1877
·8	·02	·4	·7	·2	·4	·6	·02	·3	1·4	·2	·8	1·2	·06	·6	1878
·6	·03	·3	·7	·2	·4	·6	·02	·3	1·4	·3	·8	1·2	·05	·6	1879
·5	·02	·3	·7	·2	·4	·6	·02	·3	1·2	·2	·7	1·0	·05	·6	1880
·5	·02	·3	·7	·2	·4	·7	·02	·4	1·2	·2	·7	1·0	·05	·5	1881
·6	·03	·3	·7	·1	·4	·7	·02	·4	1·3	·2	·7	1·0	·06	·6	1882
·7	·02	·4	·7	·2	·4	·7	·02	·4	1·1	·2	·6	·9	·06	·5	1883
·7	·02	·4	·8	·1	·5	·7	·02	·4	1·1	·2	·6	·9	·06	·5	1884
·7	·02	·4	·8	·2	·5	·7	·02	·4	1·1	·2	·6	·9	·06	·5	1885
·8	·02	·4	·9	·2	·5	·7	·02	·4	1·5	·2	·8	·9	·05	·5	1886
·8	·09	·5	·8	·2	·5	·7	·02	·4	1·5	·2	·8	1·0	·05	·6	1887
·8	·12	·5	·8	·1	·5	·6	·01	·3	1·5	·2	·8	1·0	·04	·5	1888
·8	·13	·5	·7	·1	·4	·5	·02	·3	1·5	·2	·9	1·1	·07	·6	1889
·6	·12	·4	·7	·1	·4	·5	·02	·3	1·7	·2	1·0	1·3	·07	·7	1890
·6	·13	·4	·8	·1	·4	·5	·02	·3	1·8	·3	1·0	1·5	·14	·9	1891
·6	·12	·4	·8	·1	·5	·5	·02	·3	1·7	·3	1·0	1·5	·13	·9	1892
·7	·14	·4	·8	·1	·4	·5	·02	·3	1·8	·3	1·1	1·6	·14	·9	1893
·7	·17	·4	·7	·1	·4	·5	·05	·3	1·7	·4	1·0	1·5	·13	·9	1894
·7	·19	5	·7	·1	·4	·5	·04	·3	1·7	·3	1·0	1·5	·13	·9	1895
·6	·19	·4	·7	·1	·4	·4	·12	·3	1·8	·4	1·2	1·5	·13	·9	1896
·6	·19	·4	·7	·1	·4	·4	·11	·3	1·8	·5	1·2	1·5	·12	·9	1897
·6	·21	·4	1·0	·1	·6	·5	·12	·3	1·8	·5	1·2	1·5	·12	·9	1898
·6	·19	·4	1·0	·1	·6	·4	·04	·2	1·8	·5	1·2	1·6	·12	1·0	1899

considered to be in competition with London.]

Appendix.
—
th Day, No. 21
continued.

21. TABLE showing the Proportion which the Shipping of
(Calculated on the figures given in the "Trade and Navigation" (1853–70)
(*Handed in by Mr. G. L. Gomme*

Year.	Harwich.						Grimsby.						Goole.		
	Entered.			Cleared.			Entered.			Cleared.			Entered.		
	Foreign.	Coast-wise.	Total.	Foreign.	Coast-wise.	Total.	Foreign.	Coast-wise.	Total.	Foreign.	Coast-wise.	Total.	Foreign.	Coast-wise.	Total.
1853	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1854	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1855	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1856	—	·3	—	—	·1	—	—	·3	—	—	·3	—	—	·6	—
1857	—	·2	—	—	·1	—	—	·2	—	—	·2	—	—	·6	—
1858	—	·3	—	—	·1	—	—	·2	—	—	·2	—	—	·6	—
1859	—	·2	—	—	·1	—	—	·1	—	—	·3	—	—	·6	—
1860	—	·2	—	—	·1	—	—	·1	—	—	·3	—	—	·5	—
1861	—	·2	—	—	·1	—	—	·1	—	—	·3	—	—	·5	—
1862	—	·2	—	—	·1	—	—	·1	—	—	·3	—	—	·5	—
1863	—	·2	—	—	·1	—	—	·1	—	—	·3	—	—	·5	—
1864	—	·2	—	—	·1	—	—	·1	—	—	·3	—	—	·6	—
1865	—	·2	—	—	·1	—	—	·1	—	—	·3	—	—	·5	—
1866	—	·2	—	—	·1	—	1·8	·1	·8	1·7	·3	·9	·7	·5	·6
1867	—	·1	—	—	·1	—	2·1	·1	·9	1·8	·3	1·0	·7	·5	·6
1868	—	·1	—	—	·1	—	2·3	·1	1·0	2·0	·3	1·1	·6	·6	·6
1869	—	·1	—	—	·1	—	2·1	·1	1·0	1·9	·3	1·0	·6	·6	·6
1870	—	·1	—	—	·1	—	2·1	·1	1·0	1·8	·3	1·0	·5	·6	·5
1871	1·0	·1	·5	·8	·1	·5	1·9	·1	·9	2·0	·2	1·1	·4	·7	·6
1872	1·0	·1	·5	·8	·1	·5	2·0	·1	1·0	2·0	·3	1·2	·6	·7	·7
1873	·9	·1	·5	·8	·1	·5	2·0	·3	1·1	1·8	·4	1·1	·6	·4	·5
1874	·9	·1	·5	·8	·1	·5	2·1	·3	1·2	2·1	·3	1·2	·7	·4	
1875	1·1	·1	·6	1·0	·1	·5	1·9	·3	1·0	2·0	·3	1·1	·8	·5	·6
1876	1·1	·1	·6	1·1	·1	·6	1·8	·4	1·0	1·8	·3	1·0	1·0	·4	·7
1877	1·2	·1	·6	1·1	·1	·6	1·8	·4	1·1	1·7	·3	1·0	1·0	·3	·7
1878	1·2	·1	·6	1·1	·1	·6	1·8	·2	1·0	1·6	·3	·9	1·1	·4	·7
1879	1·3	·1	·6	1·1	·1	·6	1·7	·2	·9	1·5	·4	·9	1·1	·4	·7
1880	1·3	·1	·7	1·1	·1	·6	1·8	·3	1·1	1·5	·4	1·0	1·2	·4	·8
1881	1·4	·1	·7	1·1	·1	·6	1·8	·3	1·0	1·4	·4	·9	1·2	·4	·7
1882	1·5	·1	·8	1·1	·1	·7	1·9	·3	1·1	1·5	·4	1·0	1·2	·3	·7
1883	1·5	·1	·8	1·2	·1	·7	1·7	·4	1·0	1·5	·4	1·0	1·3	·3	·8
1884	1·8	·1	·9	1·3	·2	·8	1·8	·4	1·0	1·4	·4	·9	1·4	·4	·9
1885	1·9	·1	1·0	1·5	·2	·9	2·0	·3	1·1	1·4	·4	·9	1·4	·4	·9
1886	1·9	·1	1·0	1·4	·1	·9	2·0	·4	1·2	1·7	·4	1·1	1·4	·7	1·0
1887	2·0	·1	1·0	1·4	·2	·9	1·8	·4	1·1	1·9	·5	1·2	1·4	·8	1·1
1888	2·1	·1	1·1	1·3	·2	·8	1·9	·8	·9	1·6	·2	1·0	·9	·8	·8
1889	2·1	·1	1·1	1·2	·1	·7	1·8	1·0	1·0	1·6	·2	1·0	·8	·7	·8
1890	2·0	·1	1·1	1·2	·2	·7	1·9	·6	1·0	1·8	·2	1·1	·8	·7	·8
1891	1·9	·1	1·0	1·2	·2	·7	2·0	·6	1·0	1·8	·1	1·1	·9	·8	·8
1892	2·2	·1	1·2	1·4	·2	·8	2·2	·6	1·1	1·9	·2	1·2	·8	·8	·8
1893	2·1	·2	1·1	1·3	·2	·8	2·1	·2	1·2	1·7	·1	1·0	1·0	·7	·9
1894	2·0	·1	1·1	1·4	·2	·8	2·2	·03	1·1	2·3	·1	1·3	1·4	·6	1·0
1895	2·1	·1	1·1	1·4	·1	·8	1·9	·02	1·0	2·1	·2	1·2	1·3	·5	·9
1896	2·1	·1	1·1	1·4	·2	·9	2·0	·02	1·0	1·9	·2	1·1	1·4	·5	·9
1897	2·1	·1	1·2	1·4	·2	·9	2·0	·04	1·1	2·0	·3	1·3	1·3	·5	·9
1898	2·1	·1	1·2	1·4	·2	·9	2·0	·05	1·1	2·2	·4	1·4	1·3	·6	·9
1899	2·0	·1	1·1	1·3	·2	·8	2·0	·05	1·1	2·1	·4	1·4	1·2	·5	·9

[The Ports in this table are the Ports which are

certain Ports bears to the Shipping of the United Kingdom—*continued* and the "Navigation and Shipping" (1871-99), Returns.)
on the Ninth Day. See Question 3225.)

Goole.			Hull.						Middlesbrough.						Year.
Cleared.			Entered.			Cleared.			Entered.			Cleared.			
Foreign.	Coast-wise.	Total.	Foreign.	Coast-wise.	Total.	Foreign.	Coast-wise.	Total.	Foreign.	Coast-wise.	Total.	Foreign.	Coast-wise.	Total.	
—	—	—	7·0	—	—	4·2	—	—	—	—	—	—	—	—	1853
—	—	—	6·3	—	—	4·0	—	—	—	—	—	—	—	—	1854
—	—	—	5·8	—	—	4·0	—	—	—	—	—	—	—	—	1855
—	·7	—	7·9	1·0	3·4	5·0	1·4	2·8	—	—	—	—	—	—	1856
—	·7	—	7·2	·8	3·1	4·9	1·3	2·7	—	—	—	—	—	—	1857
—	·6	—	7·2	·9	3·2	5·0	1·3	2·7	—	—	—	—	—	—	1858
—	·6	—	7·2	·8	3·1	4·7	1·1	2·5	—	—	—	—	—	—	1859
—	·5	—	7·0	·7	3·1	4·7	1·3	2·7	—	—	—	—	—	—	1860
—	·5	—	6·2	·7	2·8	4·6	1·2	2·6	—	·2	—	—	1·0	—	1861
—	·5	—	6·5	·7	2·9	4·5	1·3	2·6	—	·3	—	—	1·0	—	1862
—	·5	—	6·5	·8	3·0	4·4	1·2	2·5	—	·3	—	—	1·0	—	1863
—	·5	—	6·6	·8	3·1	4·5	1·3	2·6	—	·3	—	—	1·2	—	1864
—	·6	—	6·9	·8	3·2	4·6	1·4	2·8	—	·2	—	—	1·1	—	1865
·6	·5	·5	7·1	·7	3·3	4·6	1·4	2·8	·2	·3	·2	1·2	1·0	1·1	1866
·6	·4	·5	7·0	·7	3·3	4·7	1·3	2·8	·2	·3	·3	1·2	1·1	1·1	1867
·5	·5	·5	7·4	·8	3·7	4·6	1·4	2·9	·2	·3	·3	1·1	1·2	1·2	1868
·5	·5	·5	7·1	·8	3·6	4·8	1·5	3·1	·3	·3	·3	1·2	1·2	1·2	1869
4	·5	·5	6·7	·8	3·4	4·6	1·5	3·0	·3	·3	·3	1·3	1·0	1·2	1870
·4	·7	·5	6·8	·8	3·6	4·9	1·4	3·2	·4	·4	·4	1·5	1·0	1·3	1871
·6	·8	·7	7·3	·8	4·0	5·2	1·5	3·4	·6	·4	·5	1·6	·8	1·2	1872
·7	·6	·7	6·9	·8	3·6	5·2	1·5	3·3	·6	·4	·5	1·6	·8	1·2	1873
·7	·5	·6	7·1	1·0	3·8	5·4	1·3	3·4	·4	·4	·4	1·2	1·1	1·1	1874
·8	·6	·7	7·1	1·0	3·7	5·3	1·2	3·3	·4	·5	·5	1·4	1·2	1·3	1875
·9	·5	·7	7·0	·9	3·8	5·0	1·2	3·1	·4	·4	·4	1·2	1·3	1·2	1876
1·0	·4	·7	6·8	·9	3·7	4·9	1·1	3·0	·4	·5	·5	1·3	1·4	1·4	1877
1·1	·4	·7	6·6	·9	3·5	5·1	1·0	3·0	·7	·6	·6	1·3	1·5	1·4	1878
1·0	·4	·7	6·2	·9	3·3	4·6	1·0	2·8	·3	·6	·5	1·4	1·4	1·4	1879
1·1	·4	·8	6·3	·9	3·5	4·6	1·0	2·9	1·2	·6	·9	1·7	1·6	1·6	1880
1·0	·4	·7	6·1	·9	3·4	4·5	1·0	2·8	1·2	·6	·9	1·4	1·6	1·5	1881
1·0	·4	·8	6·4	1·0	3·6	4·6	1·0	3·0	1·4	·6	1·0	1·7	1·5	1·6	1882
1·1	·4	·8	6·5	1·0	3·7	4·3	1·0	2·8	1·1	·7	·9	1·7	1·5	1·6	1883
1·2	·5	·9	6·3	1·0	3·6	4·3	1·1	2·8	1·1	·8	1·0	1·7	1·5	1·6	1884
1·2	·6	·9	6·3	1·2	3·7	4·3	1·2	2·9	1·0	·9	1·0	1·5	1·7	1·6	1885
1·2	·6	·9	6·7	1·0	3·7	4·4	1·2	2·9	1·4	·8	1·1	1·6	1·8	1·7	1886
1·3	·7	1·0	6·7	1·1	3·8	4·9	1·5	3·3	2·0	·8	1·4	1·8	1·7	1·8	1887
1·2	·6	·9	6·9	1·1	3·9	4·5	1·4	3·0	1·7	·5	1·1	1·7	1·6	1·7	1888
1·1	·8	·9	6·9	1·1	4·0	4·5	1·3	3·1	1·9	·5	1·2	1·9	1·4	1·7	1889
1·2	·7	1·0	6·7	1·1	3·9	4·6	1·7	3·3	2·0	·4	1·2	1·8	1·4	1·6	1890
1·3	·7	1·0	7·0	1·1	4·0	4·6	1·6	3·3	1·9	·4	1·1	1·6	1·6	1·6	1891
1·2	·9	1·1	6·9	1·2	4·0	4·4	1·7	3·2	1·8	·4	1·1	1·3	1·1	1·2	1892
1·1	·6	·9	6·4	1·4	3·8	3·7	1·1	2·5	2·6	·3	1·4	1·8	1·4	1·6	1893
1·3	1·0	1·2	6·8	1·1	3·9	4·4	1·3	3·0	2·8	·4	1·6	1·7	1·4	1·6	1894
1·2	·9	1·1	6·6	1·0	3·8	4·0	1·3	2·8	2·4	·3	1·4	1·9	1·4	1·7	1895
1·2	·9	1·1	6·5	1·1	3·9	4·1	1·4	2·9	2·4	·4	1·4	2·1	1·4	1·8	1896
1·2	·9	1·1	6·4	1·1	3·9	4·1	1·3	2·9	2·1	·5	1·3	2·1	1·4	1·8	1897
1·2	1·1	1·2	6·5	1·2	4·0	4·9	1·5	3·4	1·9	·4	1·2	1·8	1·4	1·6	1898
1·2	1·1	1·2	6·2	1·3	3·9	4·4	1·5	3·2	2·1	·4	1·3	2·0	1·3	1·7	1899

considered to be in competition with London.]

Appendix.
9th Day, No. 22

22. TABLE showing the POPULATION of GREATER LONDON and of the UNITED KINGDOM, and LONDON'S PROPORTION of the KINGDOM.

(*Handed in by* Mr. *G. L. Gomme on the Ninth Day. See Question 3225.*)

Year.	Greater London (Metropolitan and City Police Districts).	United Kingdom.	Greater London's proportion of the United Kingdom.
			Per cent.
1801	1,114,569	15,717,287	7·1
1806	1,214,702	16,785,146	7·2
1811	1,323,830	17,926,580	7·4
1816	1,453,671	19,352,702	7·5
1821	1,596,247	20,893,584	7·6
1826	1,743,175	22,406,110	7 8
1831	1,903,628	24,028,584	7·9
1836	2,062,771	25,328,959	8 1
1841	2,235,220	26,709,456	8 4
1846	2,447,803	26,961,010	9 1
1851	2,680,604	27,368,736	9·8
1856	2,939,189	28,105,264	10 5
1861	3,222,720	28,927,485	11 1
1866	3,538,690	30,158,325	11 7
1871	3,885,641	31,484,661	12·3
1876	4,303,666	33,123,736	13·0
1881	4,766,661	34,884,848	13·7
1886	5,182,127	36,258,846	14·3
1891	5,633,806	37,732,922	14·9
1896	6,124,853	39,311,479	15

TENTH DAY.

1. TABLE showing the EXPENDITURE and REVENUE on the PORT of LONDON and DOCKS.

Appendix.

10th Day, No. 1.

TENTH

1. TABLE showing the EXPENDITURE and REVENUE on the PORT of LONDON and DOCKS: (A.) SANITARY AUTHORITY;

(Handed in by Mr. G. L. Gomme

(A.)—EXPENDITURE AND REVENUE

TOTAL ascertained Expenditure and Revenue

Dock Company.	Expenditure.					
	Dock Expenses.	Warehouse Expenses.	Lighterage, Carriage and other Service Charges.	Other Expenses.	Total.	Rents.
	1.	2.	3.	4.	5.	6.
Year 1898:	£	£	£	£	£	£
London and India Docks:						
Joint Committee	786,233	(a)	94,465	9,959	890,657	27,347
London and St. Katharine Company	—	—	—	—	—	—
East and West India Company	—	—	—	—	—	41
Total London and India Docks	786,233	(a)	94,465	9,959	890,657	27,388
Millwall Docks	124,291	(a)	6,226	1,493	132,010	830
Surrey Commercial Docks	29,834	132,618	16,774	2,746	181,972	—
Total 1898	1,072,976		117,465	14,198	1,204,639	28,218
Year 1899:						
London and India Docks:						
Joint Committee	789,965	(a)	102,549	10,144	902,658	27,096
London and St. Katharine Company	—	—	—	—	—	—
East and West India Company	—	—	—	—	—	32
Total London and India Docks	789,965	(a)	102,549	10,144	902,658	27,128
Millwall Docks	139,625	(a)	11,368	3,542	154,535	1,677
Surrey Commercial Docks	45,821	130,247	—	2,802	178,870	—
Total 1899	1,105,658		113,917	16,488	1,236,063	28,805

Dock Company.	Balance of Revenue Brought Forward (col. 16).	Expenditure for Special Purposes.				Balance of Revenue available for Dividends and Interest on Capital.
		Law and Parliamentary.	Directors' Fees.	Other Expenditure.	Total.	
	17.	18.	19.	20.	21.	22.
Year 1898:	£	£	£	£	£	£
London and India Docks:						
Joint Committee	530,392	3,409	3,600	—	7,009	523,383
London and St. Katharine Company	—2,033	—	(f)	—	—	—2,033
East and West India Company	—7,662	1,616	(f)	—	1,616	—9,278
Total London and India Docks	520,697	5,025	3,600	—	8,625	512,072
Millwall Docks	78,270	187	1,300	—	1,487	76,783
Surrey Commercial Docks	102,312	669	(f)		669	101,643
Total 1898	701,279	5,881	4,900	—	10,781	690,498
Year 1899:						
London and India Docks:						
Joint Committee	546,822	3,489	3,600	—	7,089	539,733
London and St. Katharine Company	—13,240	63	(f)	—	63	—13,303
East and West India Company	—7,615	60	(f)	—	60	—7,675
Total London and India Docks	525,967	3,612	3,600	—	7,212	518,755
Millwall Docks	38,425	1,812	1,900	2,340	6,052	32,373
Surrey Commercial Docks	101,911	813	(f)	—	813	101,098
Total 1899	666,303	6,237	5,500	2,340	14,077	652,226

(a) Warehouse expenses are not stated separately in the accounts and are included in column 1.
(b) Including rent, rates and all other expenditure.
(c) Including interest on cash balances, &c., and all other revenue.
(d) Including charges on goods.

DAY.

DOCK COMPANIES; (B.) PILOTAGE AND TRINITY HOUSE; (C.) THAMES CONSERVANCY; (D.) PORT (E.) SUMMARY.

on the Tenth Day. See Question 3278.)

OF DOCK COMPANIES.

on Docks for the Years 1898 and 1899.

Expenditure.			Revenue.						Balance of Revenue (Carried Forward).
Rates, Taxes, and Insurance.	Management and Salaries.	Total Expenditure.	Dock Charges on Shipping.	Warehouse and other Charges on Goods.	Total.	Other Earnings.	Rents.	Total Revenue.	
7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
£	£	£	£	£	£	£	£	£	£
92,298	167,043	1,177,345	448,993	1,165,280	1,614,273	48,452	45,012	1,707,737	530,392
—	14,328(*b*)	14,328	—	—	—	—	12,295(*c*)	12,295	— 2,033
—	8,312	8,353	—	—	—	271	420	691	— 7,662
92,298	189,683	1,200,026	448,993	1,165,280	1,614,273	48,723	57,727	1,720,723	520,697
14,285	11,676	158,801	219,214(*d*)	—	219,214	9,951	7,906	237,071	78,270
24,201	33,368	239,541	51,199	267,548	318,747	14,574	8,532	341,853	102,312
130,784	234,727	1,598,368	—	—	2,152,234	73,248	74,165	2,299,647	701,279
100,420	169,302	1,199,476	478,006	1,171,256	1,649,262	50,567	46,469	1,746,298	546,822
5,076	8,920	13,996	—	—	—	—	756	756	— 13,240
—	8,284	8,316	—	—	—	204	497	701	— 7,615
105,496	186,506	1,221,788	478,006	1,171,256	1,649,262	50,771	47,722	1,747,755	526,967
16,507	11,140	183,859	59,401(*e*)	144,386(*e*)	203,787	9,961	8,536	222,284	38,425
26,141	34,341	239,352	54,523	263,307	317,830	14,766	8,667	341,263	101,911
148,144	231,987	1,644,999	591,930	1,578,949	2,170,879	75,498	64,925	2,311,302	666,303

Add Interest on Cash Balances and Investments.	*Deduct* Interest on Floating Loans.	Interest on Loan Capital.	Rate of Interest.	Dividends on Capital.	Rate of Dividends.		Total Interest and Dividends.	Average Rate of Interest on Capital.	Balance of Revenue Unexpended (+) or Overdrawn (—).
					Preference.	Ordinary.			
23.	24.	25.	26.	27.	28.	29.	30.	31.	32.
£	£	£		£			£		£
—	18,943	6,875	2¾	—	—	—	6,875	2·75	—
—	—	130,251	4, 3½ to 3	216,817	4½	2½	347,068	3·22	
6,299	—	108,713	4, 3½, 3	37,952	4	⅛	146,665	2·42 and 2·17	—
6,299	18,943	245,839	3·45	254,769	2·40		500,698	2·82	— 1,180
—	1,546	24,573	5, 4	41,122	5, 2½, 2¼	1	65,695	3·22	+ 9,542
4,246	—	6,300	4½	98,013	6, 5	6	104,313	5·69	+ 1,576
10,545	20,489	276,712	3·56	393,904	2·84		670,616	3·10	+ 9,938
—	22,098	5,844	2¾	—	—	—	5,844	2·75	—
11,822	—	130,599	4, 3½ to 3	216,817	4½	2½	347,416	3·22	—
9,710	—	107,377	4, 3	50,621	4	½	157,998	2·29	—
21,532	22,098	243,820	3·4	267,438	2·49		511 258	2·86	+ 6,931
—	1,052	24,573	5, 4	—	—	—	24,573	1·17	+ 6,748
3,986	—	6,300	4½	106,639	6, 5	6	112,939	5·72	— 7,855
25,518	23,150	274,693	3·52	374,077	2·64		648,770	2·95	+ 5,824

(*e*) These amounts are not given separately in the accounts, and the figures given here are estimates. The charges on goods are estimated on the tonnage which entered the docks in 1899 at the average per ton paid on shipping entering the Surrey Commercial Docks.

(*f*) Apparently included in salaries and establishment.

Appendix.

10th Day, No. 1—continued.

1. TABLE showing the Expenditure and Revenue

(B.)—EXPENDITURE UPON AND REVENUE FROM

Year.	Expenditure.								
	Upon Port of London only.					Common to Port of London and outports.			
	Pilot Cutters at Gravesend (channel).	Pilot Cutters at Gravesend (river).	Payments for Pilotage into and out of Port of London.	Payments to North Channel Pilots on account of "Sunk" Cutters.	Total Expenditure on Pilotage.	Salaries, Pensions, Superannuation, &c. (Trinity House Fund).	Office Expenses.	Law and Parliamentary.	Total.
	1.	2.	3.	4.	5.	6.	7.	8.	9.
	£.	£.	£.	£.	£.	£.	£.	£.	£.
1889	730	568	135,788	1,320	138,406	8,709	779	13	9,501
1890	770	610	137,678	1,141	140,199	8,790	664	141	9,595
1891	878	656	134,612	1,126	137,272	9,172	567	46	9,785
1892	945	648	132,425	937	134,955	9,026	630	26	9,682
1893	810	621	128,409	942	130,782	8,790	608	9	9,407
1894	1,843(a)	996	135,589	1,105	139,533	8,675	628	16	9,319
1895	1,245(a)	679	137,702	896	140,522	8,470	620	28	9,118
1896	910	731	142,278	969	144,888	8,625	515	305	9,445
1897	860	1,043	142,353	954	145,210	8,934	638	8	9,580
1898	860	641	145,525	954	147,980	8,646	535	6	9,187
1899	810	680	143,326	900	145,716	9,526	527	—	10,053

(C.)—EXPENDITURE AND REVENUE OF THAMES

(i.)—EXPENDITURE on and Revenue from Dredging,

Year.	Expenditure.								
	Dredging.	Mooring.	Wreck.	Harbour.	Locks, Weirs, Towpaths, Foreshores, &c.	Piers.	River Purification.	Total.	Establishment and Working Expenses.
	1.	2.	3.	4.	5.	6.	7.	8.	9.
	£.	£.	£.	£.	£.	£.	£.	£.	£.
1889	15,990	9,097	2,728	8,040	5,954	7,590	—	49,399	16,016
1890	18,305	6,707	3,999	7,057	6,652	8,802	—	51,522	18,299
1891	16,306	9,695	5,391	8,407	6,022	8,579	—	54,400	17,709
1892	13,206	9,683	2,228	7,383	4,768	9,406	—	46,674	20,174(b)
1893	13,999	9,480	2,469	8,560	5,406	10,538	—	50,452	26,590(c)
1894	11,274	16,602(e)	—	8,526	7,413	8,882	852	53,549	17,604
1895	12,844	12,450	2,293	8,177	8,019	6,233	2,165	52,181	16,479
1896	15,999	9,471	4,607	8,170	7,624	9,678	1,962	57,511	16,696
1897	12,329(f)	7,459	9,957	8,088	8,877	7,088	1,993	55,791	18,564
1898	17,036(f)	10,544	5,072	7,518	8,364	11,677	2,009	62,220	18,868
1899	27,238	8,926	5,263	7,605	6,798	10,599	2,113	68,542	19,584

(ii.)—BALANCE of Revenue available for Special

Year.	Balance of Revenue brought forward (column 18).	Special Expenditure.		
		Law and Parliamentary.	Other.	Total.
	19.	20.	21.	22.
	£.	£.	£.	£.
1889	9,392	1,972	2,079	4,051
1890	7,704	1,361	4,071	5,432
1891	8,110	2,169	141	2,310
1892	10,779	1,375	5,544	6,919
1893	22,626	1,910	12,035	13,945
1894	13,674	9,791	9 616	19,407
1895	16,755	662	4,659	5,321
1896	18,782	1,011	1 990	3,001
1897	25,652	741	—	741
1898	19,427	872	—	872
1899	9,800	997	—	997

(a) Including part purchase money of new steam launch. (b) Including £1,663 on account of new offices.
(c) Including £7,714 on account of new offices. (d) Including £19,687 for sale of stock
(e) Including wreck expenses

on the Port of London and Docks—*continued.*

PILOTAGE AND TRINITY HOUSE ADMINISTRATION, 1889–99.

Revenue.									
From Port of London only.					Common to Port of London and Outports.				
Amount received for Pilotage of Vessels.	Amount collected at Trinity House (landing money for "Sunk" cutters).	Total charges on Shipping.	Interest on Investments.	Total Revenue.	Fees on Pilot and other Licenses, and Poundage on Earnings.	Interest on Investments.	Other Receipts.	Total Revenue.	Year.
10.	11.	12.	13.	14.	15.	16.	17.	18.	
£.	£.	£.	£.	£.	£.	£.	£.	£.	
137,286	1,168	138,454	195	138,649	6,138	3,169	386	9,693	1889
139,166	1,122	140,288	202	140,490	6,327	2,600	359	9,286	1890
136,090	1,094	137,184	180	137,364	6,190	2,531	373	9,094	1891
133,872	1,031	134,903	180	135,083	6,149	2,568	2,106	10,823	1892
129,839	945	130,784	179	130,963	5,975	2,557	370	8,902	1893
137,147	1,020	138,167	164	138,331	6,275	2,538	392	9,205	1894
139,294	977	140,271	193	140,464	6,300	2,677	483	9,460	1895
143,953	1,038	144,991	193	145,184	6,307	2,687	453	9,447	1896
144,070	974	145,044	193	145,237	6,410	2,682	493	9,585	1897
147,237	926	148,163	193	148,356	6,471	2,682	493	9,646	1898
145,067	836	145,903	193	146,096	6,397	2,682	486	9,565	1899

CONSERVANCY (LOWER NAVIGATION), 1889–99.

Mooring, and other Navigation Works.

		Revenue.							
Superannuation.	Total Expenditure.	Tonnage Dues.	Charges on Water and Canal Companies.	Pier Dues, Tolls, Fees, Licences, &c.	Total Revenue from Taxation.	Repayments Penalties, Rents and other Receipts.	Total Revenue.	Balance of Revenue.	Year.
10.	11.	12.	13.	14.	15.	16.	17.	18.	
£.	£.	£.	£.	£.	£.	£.	£.	£.	
2,186	67,601	43,437	2,485	20,819	66,741	10,252	76,993	9,392	1889
2,202	72,023	44,953	2,500	21,638	69,091	10,636	79,727	7,704	1890
2,234	74,343	44,666	2,500	21,151	68,317	14,136	82,453	8,110	1891
2,379	69,227	46,082	2,500	22,919	71,501	8,505	80,006	10,779	1892
2,335	79,377	45,976	2,200	22,353	70,529	31,474(*d*)	102,003	22,626	1893
2,149	73,392	48,861	2,800	23,134	74,795	12,271	87,066	13,674	1894
2,127	70,787	49,342	3,500	23,240	76,082	11,460	87,542	16,755	1895
2,220	76,427	52,837	3,725	26,996	83,558	11,651	95,209	18,782	1896
1,962	76,317	54,436	3,500	27,663	85,599	16,370	101,969	25,652	1897
1,978	83,066	55,818	3,500	29,219	88,537	13,956	102,493	19,427	1898
2,642	90,768	55,729	3,500	29,547	88,776	11,792	100,568	9,800	1899

Purposes and for Interest and Repayment of Debt.

Balance available for Interest and Repayment of Debt.	Interest.	Repayment of Debt.	Total Interest and Repayment.	Balance of Revenue Unexpended (+) or Overdrawn (−).	Year.
23.	24.	25.	26.	27.	
£.	£.	£.	£.	£.	
5,341	3,363	223	3,586	+ 1,755	1889
2,272	3,325	288	3,613	− 1,341	1890
5,800	3,314	—	3,314	+ 2,486	1891
3,860	3,314	1,155	4,469	− 609	1892
8,681	3,314	—	3,314	+ 5,367	1893
−5,733	3,314	—	3,314	− 9,047	1894
11,434	3,996	1,251	5,247	+ 6,187	1895
15,781	3,000	1,197	4,197	+ 11,584	1896
24,911	3,000	1,175	4,175	+ 20,736	1897
18,555	3 000	1,175	4,175	+ 14,380	1898
8,803	3,000	1,175	4,175	+ 4,628	1899

(*f*) In the years 1897 and 1898 there was further expenditure in dredging out of capital as follows:—

1897	10,968 18 6
1898	3,531 1 6
	£. 14,500 − −

Appendix

10th Day, No. 1
—continued

1. TABLE showing the Expenditure and Revenue

(D.)—EXPENDITURE AND REVENUE OF PORT SANITARY

Year.	Expenditure.							
	Wages.	Salaries and Establishment.	Maintenance of Premises, Rents, Rates, Taxes, &c.	Maintenance and Hire of Steam Launches, Hulks and boats.	Miscellaneous Hospital Expenses.	Legal Expenses.	Other.	Total Expenditure.
	1.	2.	3.	4.	5.	6.	7.	8.
	£	£	£	£	£	£	£	£
1889	953	1,568	139	234	50	8	7	2,969
1890	1,038	1,690	189	192	82	10	7	3,208
1891	1,104	1,593	78	262	116	9	323	3,485
1892	1,118	1,968	512 (*a*)	127	637 (*b*)	4	59	4,425
1893	1,758	3,378	338	3,318 (*c*)	218	83	194	9,287
1894	2,044	3,197	692 (*d*)	666	265	222	131	7,217
1895	2,493	3,399	236	693	42	69	—	6,932
1896	2,208	4,100	132	1,095 (*e*)	61	32	—	7,628
1897	2,192	3,681	149	639 (*f*)	34	7	4	6,706
1898	2,514	3,669	265	483	—	20	8	6,959
1899	2,683	3,658	110	833	39	39	30	7,392

(E.)—SUMMARY OF ASCERTAINED EXPENDITURE

	Total Expenditure for General Purposes.	Revenue.			Balance of Revenue available for special purposes, and Interest and Dividends on Capital.
		Charges on Shipping and Goods.	Other Revenue.	Total Revenue.	
	1.	2.	3.	4.	5.
Year 1898:	£	£	£	£	£
Dock Companies	1,598,368	2,152,234	147,413	2,299,647	701,279
Trinity House and Pilotage	147,980	148,163	193	148,356	376
Thames Conservancy	83,066	55,818	46,675	102,493	19,427
Port Sanitary Authority	6,959	47	208	255	−6,704
TOTAL	1,836,373	2,356,262	194,589	2,550,751	714,378
Year 1899:					
Dock Companies	1,644,999	2,170,879	140,423	2,311,302	666,303
Trinity House and Pilotage	145,716	145,903	193	146,096	380
Thames Conservancy	90,768	55,729	44,839	100,568	9,800
Port Sanitary Authority	7,392	89	262	351	−7,041
Total	1,888,875	2,372,600	185,717	2,558,317	669,442

(*a*) Including £440 for erection of small-pox pavilion.

(*b*) Including £478 for disinfector, &c.

(*c*) Including £1,829 for new launch, and £543 for purchase and alteration of hulk.

(*d*) Including £242 for erection of boatman's house.

on the Port of London and Docks—*continued.*

AUTHORITY (CITY OF LONDON CORPORATION), 1889-99.

Revenue.					Balance of Expenditure defrayed out of City Estates.	Year.
Charges on Vessels for Disinfection, &c.	Fees under Canal Boats Act.	Other Fees and Charges.	Repayments and all Other.	Total Revenue.		
9.	10.	11.	12.	13.	14.	
£	£	£	£	£	£	
—	10	—	16	26	2,943	1889
—	6	1	81	88	3,120	1890
—	6	—	183	189	3,296	1891
—	2	2	54	58	4,367	1892
—	—	2	220	222	9,065	1893
—	8	3	37	48	7,169	1894
—	2	1	154	157	6,775	1895
—	2	2	148	152	7,476	1896
—	7	3	118	128	6,578	1897
47	10	1	197	255	6,704	1898
89	3	32	227	351	7,041	1899

UPON PORT AND DOCKS IN 1898 AND 1899.

Expenditure for Special Purposes.	Balance of Revenue.	*Deduct* Interest on Floating Loans and *add* Interest on Cash Balances, &c.	Balance of Revenue available for Interest and Dividends on Capital.	Interest on Loan Capital.	Dividends.	Total Interest and Dividends.	Balance of Revenue unexpended (+) or overdrawn (−)
6.	7.	8.	9.	10.	11.	12.	13.
£	£	£	£	£	£	£	£
10,781	690,498	−9,944	680,554	276,712	393,904	670,616	+ 9,938
—	376	(*g*)	376	—	—	—	+ 376
872	18,555	(*g*)	18,555	4,175 (*h*)	—	4,175 (*h*)	+14,380
—	− 6,704	—	− 6,704	—	—	—	− 6,704
11,653	702,725	−9,944	692,781	280,887 (*h*)	393,904	674,791 (*h*)	+17,990
14,077	652,226	+2,368	654,594	274,693	374,077	648,770	+ 5,824
—	380	(*g*)	380	—	—	—	+ 380
997	8,803	(*g*)	8,803	4,175 (*h*)	—	4,175 (*h*)	+ 4,628
—	− 7,041	—	−7,041	—	—	—	− 7,041
15,074	654,368	+2,368	656,736	278,868	374,077	652,945	+ ,791

(*e*) Including £716 for new launch.

(*f*) Including £150 as part purchase-money of launch and barge.

(*g*) Interest on cash balances, &c., included in other revenue (col. 3).

(*h*) Including £1,175 repayment.

Appendix
10th Day No. 2.

2. TABLE showing the DOCK CHARGES—

(*Handed in by Mr. G. L. Gomme on*

CLASSIFICATION of the "Landing Rate" Charge on Goods Imported at the Docks of the London and India Docks

NOTE.—The "Landing Rate" is defined as including "landing or receiving by land, wharfage,

Landing Rate per Ton. 1.	Metals and Manufactured Iron and Steel Goods. 2.	Ores. 3.	Marble, Stone, &c. 4.	India Rubber Gum, &c. 5.	Leather, Skins, Hides. 6.	Bones, Horn, &c. 7.	Hemp, Woollen, Cotton, Fibre and Hair Goods. 8.	Liquids, &c. 9.	Provisions for Human Consumption. 10.	Fruit, Raw and Dried. 11.
s. d.										
2 9	Lead (pig)	—	—	—	—	—	—	Oil Seed.	—	—
3 —	—	—	—	—	—	—	Sunn (press packed)	—	—	—
3 4	—	—	—	—	—	—	—	—	Rice (in casks)	—
3	—	—	Slates (roofing, loose).	—	—	—	Hemp (East Indian, press packed).	Oil (Palm and Cocoanut, in casks).	—	—
9	Lead (old) Zinc, sheets (in casks). Shot (iron).	Lead	Stone (emery)	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—
4 —	Spelter	Iron Manganese. Silver (rock). Scoria.	—	—	—	—	Cotton (in bales not exceeding 5 feet cube to the cwt.). Hemp (China or Japan). Yarn (Cocanada).	Oil (Ground Nut, Seed, in casks). Oil (Lard, in casks). Oil (Lubricating, in casks). Oil (Palm, in tanks). Oil (Cocoanut, in tanks). Oil (Fusel).	Chicory	Myrabolans
2	—	—	—	—	—	—	—	—		—
4 6	—	—	—	—	—	—	Sisal	—	—	—
5 —	Copper (in pieces 56 lbs. and over). Steel. Tin (in lots of 5 tons).	Cobalt Copper and Regulus. Tin. Nickel.	Stone (litho) Stone (Turkey or Hones).	—	—	—	Coir (unwrought in bales, press packed). Coir and Yarn (in bales, press packed). Hemp (China or Japan, over 5 and not exceeding 6 cubic feet to cwt.). Hemp (New Zealand, St. Helena and Mauritius—and cuttings). Linen (American Pilot Duck Cloth). Rags (in bales).	Ink (in bulk) Oil (Fish, in cases).	Cocoa Nut (desiccated) Confectionery (American). Garlic. Sago and Sago Flour. Tapioca and Tapioca Flour.	Almonds (in casks of 5 cwt. and over, serons or bags). Dates (Persian, in mats).
5 6	—	Ores and Minerals (not otherwise rated).	—	—	Hides (cuttings) Leather, tanned.	Bones, in casks or bags.	Fibre (press packed) Hemp (East Indian, not press packed). Kittool (in bales, 2 cwt. and over). Raffia fibre.	—		—
5 7	—	—	—	—		—	—	—	—	Dates (Persian, in baskets).
5 8	—	—	—	—	—	—	—	—	—	—
6 —	—	—	Marble blocks, 4 tons and under.	—	Skins (seal, in casks).	—	Cotton (in bales, above 5 feet, not exceeding 12 feet cube to the cwt.). Hemp (China and Japan, exceeding 6 feet per cwt.). Hemp (undressed, press packed).	—		—
6 3	Cables (iron chain) Copper (old). Iron (sheet and manufactured, packages not exceeding 30 cwts.) Metal, Iron (bar, rod or pig). Metal Rails and old Wire.	—	—	Gum Kowrie	—	—	Coir and Yarn (not press packed). Fibre (Palmyra, in bales of 56 lbs. and over). Hair (Pigs', in bales).	—	Albumen Honey (large casks).	Almonds (in casks under 5 cwt.). Dates (Persian, in bags or skin). Dates (Persian, in cases). Tamarinds.
3 6	—	—	—	—	—	—	—	—	—	—

"LANDING RATE" on GOODS IMPORTED.

the Tenth Day. See Question 3334.)

Joint Committee. (Compiled from the Tables of Rates and Charges issued by the Docks Committee.)

weighing gross or ganging (if required), and housing or piling on the quays or loading therefrom.'

Tallow, Grease and Wax. 12.	Sugar. 13.	Spices. 14.	Chemicals, Drugs and Medicines. 15.	Dyes and Barks. 16.	Cables, Cordage, &c. 17.	Cereals and Garden Seed. 18.	Very Light Articles. 19.	All other Heavy Articles. 20.	All other Light Articles. 21.
—	—	—	—	—	—	—	—	—	—
—	—	—	Soda	—	—	—	—	Nitrate of Soda.	—
	—	—	Potash, Sulphate of. Barytes, Sulphate of.	—	—	—	—	—	—
Grease Tallow (except Vegetable. in casks).	—	—	—	—	—	—	—	—	—
—		—	—	Sumach Turmeric.	—	—	—	Brimstone (unrefined).	—
		—	Saltpetre.	—		—	—	—	—
—	—	—	Alkali Alum. Antimony (crude or oxide or sulphide). Barilla,	Divi-Divi	—		Ashes	Blacking (in casks) Brimstone (refined). Glass (common window). Mineral Water Bottles, (empty, in packages). Oil Cake (loose). Plumbago. Terra (Umbra).	Asbestos (crude or rock).
—	Glucose Sugar and Molasses (except refined and beetroot, in loaves and sugar candy).		—	—	—	—	Hops	—	—
Tallow (Vegetable)	—	—	—	Valonia (in bags) Bark, quercitron, mimosa, oak, tanners', or logwood, in packages.	—	—	—	—	Sausage Skins.
	Sugar (refined or best, in loaves).	Pepper	—	Valonia (loose) Madder.	—	Indian Corn (crushed) Seeds (agricultural).		Argol (in bags) Blacking (in cases). Chalk (French).	Asbestos (millboard, rope, flour, or powder). Bugles. Butter Nuts. Corossos Nuts (in bags). Starch. Terra (Sienna or Vrede).
Tallow (in tanks under 30 cwt.).	—	—	—	—		—	—	Sticks (above 400 lbs.)	Pumice Stone (in casks or bags).
	—	—	—	—	—	—	—	—	—
	—	—	—		—		—	—	Charcoal.
		—	Borax Arsenic Liquorice (Paste, block, stick or juice). Seed (medicinal).	Gambia Cutch. Safflower. Logwood, chips, in bags.	Cordage, hempen not exceeding 8 inches in girth.		—	—	—
—	—	—					—	Asphaltum Canes (in packages). Crystals (rough). Elephant Teeth (grinders). Glue. Mother of Pearl (packages).	Shells (in packages). Piassava (cut for brooms).
Tallow (in tanks, 30 cwt. and over).	—	—	—	—	—		—		

pendix.

Day, No. 2
ntinued.

2. TABLE showing the DOCK CHARGES.—

CLASSIFICATION of the "Landing Rate" Charge on Goods Imported at the Docks of the London and India Docks

Landing Rate, per Ton. 1.	Metals and Manufactured Iron and Steel Goods. 2.	Ores. 3.	Marble, Stone, &c. 4.	India Rubber, Gum, &c. 5.	Leather, Skins, Hides. 6.	Bones, Horn, &c. 7.	Hemp, Woollen, Cotton, Fibre and Hair Goods. 8.	Liquids, &c. 9.	Provisions for Human Consumption. 10.	Fruit, Raw and Dried. 11.
s. d.										
6 8	Type	—	—	—	Hides (unenumerated).	Whale Bone and Fins.	—	Ink (in bottles) Oil (Castor or Camphor in casks).	Vermicelli Semolina.	Almonds (Shell, in cases or bales). Prunes or French Plums (in bags).
7 —			—	—	Hide (cuttings, waste, and chippings, loose).	Hoofs	Hemp (Baltic, in bales) Hemp (European, dressed or undressed, not press-packed. Hemp (European, dressed, press-packed. Yarn (hempen).	—	—	—
7 6	Machinery (Agricultural).	—	—	—	Furs, waste of	Bones, loose	Coir matting Coir mats. Cotton (bales not exceeding 12 ft. cube to the cwt., or in bags or mats. Fibre (not press-packed). Fibre (Palmyra, in bundles under 56 lbs.) Tow (New Zealand).	—	Capers	Prunes or French Plums (in chests, 1 cwt. or over).
8 —	—	—	—	—		—	Codilla of hemp or flax	—	—	—
8 4	—	—	—	—	—	—	Hair (Horse or Cow)	Oil (Olive, in cases and jars). Oil (Castor, Camphor, Cod Liver, Seed or Nut, in cases).	Cocoa Coffee. Tomato Sauce. Pistachio Kernels. Succades.	—
8 6	—	—	—	—	—	—	—	—	—	—
9 —	—	—	—	—	—	—	Coir yarn (loose)	—	—	—
9 2	—	—	—	Gutta-percha India-rubber blocks or packages.	Skins, sheep or goat, with wool on.	Horns, Ox, Cow, or Buffalo, in packages.	Wool (Vigonia)	—	Honey (in kegs and barrels). Meat Extracts or Essence. Tomatoes (raw). Turtle (preserved, in tins).	—
9 6	—	—	—	—	—	—	—	—	—	—
10 —	Machinery (Electrical).	—	Marble blocks above 4 tons and not exceeding 10 tons.	—	—	—	—	—	Anchovies Arrowroot.	Dates (Egyptian or Tafilat, not exceeding 84 lbs., loose).
10 10	—	—	—	—	—	—	—	—	—	—
11 8	—	—	—	—	—	—	—	—	—	—
12 —	—	—	—	—	—	—	—	—	—	—
12 6	—	—	—	—		Horns, loose	Wool (Coney) Wool (Goats).	—	Honey (in jars, cans, or tins). Sauces (in casks and in bulk).	Almonds (boxes or half boxes). Orange Peel. Pomegranate Peel.
13 4	—	—	—	—	—	—	—	—	—	Cola Nut
15 —	—	—	—	—	—	Whale Bones and Fins.	—	—	—	—
15 10	—	—	—	—	—	Horns, Ox, Cow, or Buffalo, loose, including counting at landing.	—	—	—	—
18 4	—	—	Stone (blood)	India-rubber, loose, in bottles, slabs, or small pieces.	—	—	—	—	—	
20 —	—	—	Marble blocks above 10 tons.	—	—	—	Silk, waste	—	—	—
21 8	—	—	—	—	—	—	Wool (hair or beards)	—	—	
25 —	—	—	—	India-rubber, liquid or solution.	—	—	Silk (raw or thrown)	—	—	—
26 8	—	—	—	—	—	—	—	—	—	—
40 —	—	—	—	—	—	—	—	—	—	—
50 —	—	—	—	—	—	—	—	—	—	—
60 —	—	—	—	—	—	—	—	—	—	—

"LANDING RATE" on GOODS IMPORTED—*continued.*

Joint Committee. (Compiled from the Tables of Rates and Charges issued by the Docks Committee)—*continued.*

Tallow, Grease and Wax. 12.	Sugar. 13.	Spices. 14.	Chemicals, Drugs and Medicines. 15.	Dyes and Barks. 16.	Cables, Cordage, &c. 17.	Cereals and Garden Seed. 18.	Very Light Articles. 19.	All other Heavy Articles. 20.	All other Light Articles. 21.
—	Sugar Candy	Coriander Seed	Acid, Tartaric and Citric Aloes (chests, bags, serons, or bags). Galangal Root.	Logwood Extract	—	—	—	Argol (in casks or cases) Canes (common or split). Paper.	Corrossos Nuts (in bulk). Varnish.
Wax (Vegetable and Bees).	—	—	Cream of Tartar	—	—	—	—	—	—
Candles	—	—	Senna	Bark, Quercitron (mimosa, oak, tanners', or long-chopped, loose).	Cables, hemp, not exceeding 8 in. in girth. Coir rope, under 6 in. in girth.	—	—	Mother of Pearls (loose) Wood, Belly (in case).	Hammocks. Pumice Stone (loose).
—	—	—	—	—	—	—	—	—	—
Soap (Castile Fancy)	—	—	Aloes in gourd Cassia. Glycerine. Liquorice Powder.	Annatto	—	—	—	Painters' Colours	Bristles. Roots (dry).
—	—	—	—	—	—	—	—	Wood (in logs)	—
—	—	—	—	—	—	—	—	—	—
—	—	—	Camphor	—	—	—	—	—	—
—	—	—	—	—	—	—	—	Wood (in planks)	—
—	—	Ginger Clove (stems). Cubebs.	Aniseed Nux Vomica.	Bark Quercitron (mimosa, oak, tanners', or long-chopped, loose). Gamboge.	Cables, coir, 12 in. in girth and upwards.	—	Cork (in bundles) Feathers (press-packed). Moss (Iceland).	Wood (box, small, and in boards).	Sealing Wax.
—	—	—	—	Dragon's Blood	—	—	—	—	—
—	—	Cloves	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	Wood (Fustic, young, Snakeandotherhard).	—
—	—	—	Areca Nuts Balsam, in casks. Medicine, in cases. Valerian Oil. Quassia Wood Chips.	Lac Shellac.	Rope, loose, and old Rigging.	—	Sponges (in bales)	—	Asbestos Cloth, paper or paint. Sandal Wood and Chips.
—	—	Cardamons	Bark, Cinchona, Jesuits' Peruvian, Elutheria, or Cascarilla. Ipecacuanha.	Pimento	—	—	—	—	—
—	—	Nutmegs	Drugs, dry Camomile. Opium. Sassafras, bark or root.	Indigo Seed	—	Seeds, Garden	Corks (square) Feathers (bed). Sponges (in cases).	Books Ivory (scraps).	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	Cochineal	—	—	Isinglass	—	—
—	—	Mace, Wild	—	Indigo (in serons)	—	—	—	—	—
—	—	—	Manna Rhubarb.	—	—	—	—	—	—
—	—	Mace	Sarsaparilla	—	—	—	Corks (manufactured)	—	Tortoise Shell. Turtle Shell.
—	—	—	Balsam (in jars, bottles, or canisters. Cantharides.	—	—	—	—	Ivory	—
—	—	—	—	Vermilion	—	—	—	—	—
—	—	—	Quinine Morphia or Morphine.	—	—	—	—	—	—
—	—	—	—	Saffron	—	—	—	—	—

Appendix.
10th Day, No. 3.

3. TABLE showing the DOCK CHARGES.—"LANDING AND DELIVERY RATE" ON GOODS IMPORTED.

(*Handed in by Mr. G. L. Gomme on the Tenth Day. See Question 3284.*)

CLASSIFICATION of the Landing and Delivery Rate on certain Goods Imported at the Docks of the London and India Docks Joint Committee. (Compiled from the Table of Rates and Charges issued by the Joint Committee.)

Rate per Ton.	Delivered *ex* Ship.	Rate including 7 Days' Rent.	Rate including 14 Days' Rent.	Rate including 21 Days' Rent.	Rate including 28 Days' Rent.
s. d.					
2 6	—	—	Grain in bulk (*a*).	—	
3 -	—	—	Oilcake, in packages	Grain in bulk (*a*).	—
3 6	Slates, in cases	—	—	Oilcake, in packages	Grain, in bulk (*a*).
3 9	Jute, E. India, in bales. Rosin.	—	—	—	—
4 -	—	—	Provisions, in tins. Flour in sacks, bags, or barrels (*a*, *c*).	—	—
4 2	—	—	Palm kernels Charcoal, animal, in packages.	—	Rice in bags.
4 3	Cheese.	—	—	—	
4 6	Butter	Meal Bran. Lard, in casks. Straw-boards. Bacon, in boxes.	Salmon, in tins.	—	—
5 -	—	—	Haricot beans, in bags Sago. Sago flour, in bags. Canary seed, in bags Flour in sacks, bags, or barrels (*a*, *d*).	—	Chrome ore. Sugar, in bags. Glucose, in bags
5 2	—	—	Heavy goods, American (spokes, hardwares, starch, paper wringers, scales, &c.)	—	—
5 6	—	—	Sardines, in cases.	—	—
6 -	—	Apples, dried Tinned fruits.	Plumbago	—	Myrabolans.
7 -	—	—	—	—	Glucose, in casks.
7 6	—	Wool, sheep or lambs'	Light goods, American (toys, organs, lamps, pencils, pails, paper-hangings, &c.) Ground nuts, in shells	—	—
8 6	—	—	Sugar in cases.	—	
9 2	—	Camphor.	—	—	
10 -	—	Wool, sheep or lambs' (*b*).	—	—	
12 4	—	—	Canes.	—	—
15 -	—	Horns, loose.	—	—	—

(*a*) Rates cover insurance against fire.
(*b*) Rate covers delivery by water.
(*c*) Rate in force in the London, St. Katharine, Victoria, Albert and Tilbury Docks.
(*d*) Rate in force in the East, West and South West India Docks.

4. TABLE setting out the ADMINISTRATION of the GOVERNMENT and PUBLIC SERVICES of the PORT OF LONDON.

(*Handed in by Mr. G. L. Gomme on the Tenth Day. See Question 3344.*)

REGULATION OF NAVIGATION

Bodies authorised to administer.	Statutory powers in regard to the service.	Act conferring powers.
Thames Conservancy	Power to make bye-laws for the management of the navigation of the Thames, for the government, good order and regulation of persons navigating, and for regulating the navigation of the Thames with a view to the safety and amenity of the river in relation to the purposes of the Act; preventing disturbances of the navigation of the Thames for purposes of recreation; regulating the passage of vessels on the Thames on any occasion when large crowds may assemble thereon (191). Power of harbour-master: to regulate the time and manner in which any vessel shall enter into, go out of, or lie in the Thames and the position, mooring or unmooring, placing or removing of any vessel within the Thames; to regulate the manner in which any vessel, within the Thames shall take in or discharge cargo or ballast; to regulate the time and manner in which any vessel is to be at any public draw-dock or landing place in the Thames, her position, mooring or unmooring, placing and removing and the manner in which she shall take in or discharge cargo or ballast (128). [Harbour-master not to direct any vessel to be within any part of the Thames prohibited by Act of Parliament, nor to unmoor or remove any vessel from any part of the Thames appointed as a boarding, landing or quarantine station when placed there by the authority of the Customs, nor to moor, &c., any vessel within low water mark of or alongside any quay, custom-house, station or other place appropriated to the service of the Customs (128)]. Harbour-master when his directions are not obeyed may remove vessels at expense of master of vessel (130). Power of harbour-master to unloose or slacken ropes if master or other person on board a vessel does not do so when required, and to put a sufficient number of persons on board for the protection of the vessel, he expense of the master (132). Any officer of the Conservators on producing his authority, may at any time for any purpose of the Act enter any vessel in the Thames below Teddington-lock, and inspect every part of such vessel (133). Every officer of the Conservators to be entitled to prefer any complaint against any person licensed by the Watermen's Company before the court of that company, as well as before a justice, in the same manner as if he were an inspector appointed by the Watermen's Company (134). Power to exclude the public from portions of the Thames for limited periods for purposes connected with navigation works, &c. (72).	57 & 58 Vict. c. clxxxvii. [1894].
Watermen's and Lightermen's Company.	None but freemen of the company, qualified apprentices, or licensed watermen or lightermen to act as watermen or lightermen, or to ply, work or navigate any craft upon the Thames from or to any place or ship for hire or gain (154). No barge, lighter, boat or other like craft, used for carrying goods, &c., to be navigated unless in charge of a licensed lighterman or qualified apprentice (66). Power to grant and renew watermen's and lightermen's licences (55, 59). Appeal may be made to Conservators of the Thames on refusal of company to grant waterman's or lighterman's licence (63). Company to keep a register of all lightermen and watermen licensed by them, such register to be open to the inspection of any person on payment of the prescribed fee (65). Power to appoint plying places and inspectors of plying places and other officers (28). Power to appoint watermen to ply on Sundays on the Thames between Chelsea and Bow-creek, at such places of plying as the court thinks fit, but so as not to interfere with any established private ferry; power to pay such watermen (29). All fares received by Sunday watermen to be paid to the company (31). Power to let the Sunday ferries to farm, by giving 14 days public notice thereof (34). No freeman or apprentice, unless appointed by court, to ply for hire on Sundays at plying places at which watermen have been appointed to ply, or at plying places on either side of the river next above or below such places, or to take passengers to any place to which passengers taken at the appointed plying places are usually conveyed, or to ply or work to or from any ship or craft within the distance of two such other places of plying (40). Power to make bye-laws for the government of the company and for the government and regulation of lightermen and watermen. [Such bye-laws not to be inconsistent with Thames Conservancy bye-laws, and not to come into force until approved by Thames Conservators (80)]. No craft to be navigated without a certificate, the name and certain particulars contained in the certificate being placed upon her in such manner as the court may prescribe (7).	22 & 23 Vict. c. cxxxiii. [1859]. 56 & 57 Vict., c. lxxxi. [1893].

Appendix.

10th Day, No. 4 —continued.

4. TABLE setting out the Administration of the Government and Public Services of the Port of London—*continued.*

Regulation of Navigation—*continued.*

Bodies authorised to administer.	Statutory powers in regard to the service.	Act conferring powers.
Watermen's and Lightermen's Company—*contd.*	Boat not to be used unless licence has been granted, and the prescribed particulars are painted on her (11). [Vessels registered or licensed by Waterman's Company are not required to be registered or licensed by Thames Conservators (233).] A person having served under contract for two years within three years from the registration of the contract, may apply to the company for a certificate authorising him to act as a lighterman, or to work or navigate a steamboat, according to the tenor of his contract. Company to examine applicants and grant certificates to persons qualified; certificates thus granted to be renewable as a lighterman's licence under the Watermen's Company's Act. Appeal may be made to Conservators of the Thames on refusal of the company to grant such licence (303).	57 & 58 Vict., c. clxxxvii [1894].
Trinity House - -	No person to be appointed harbour-master by the Thames Conservators without a certificate of fitness from Trinity House (126). No harbour-master appointed by the Conservators to be discharged by Trinity House or to be required to attend the Elder Brethren of Trinity House (216).	57 & 58 Vict., c. clxxxvii. [1894].
Gravesend Magistrates -	Power of Justices of Gravesend to license watermen to work on Sundays (37). Power to hold a court at Gravesend called *Curia Cursus Aquæ*, or the court of the water course, for the government of barges, boats, &c., using the ferry or passage from the town of Gravesend to London (96).	22 & 23 Vict., c. cxxxiii. [1859].
City of London Corporation.	Corporation to provide and maintain, if required by the Conservators, a steam tug in the Upper Pool for the assistance of vessels and barges navigating the centre channel of the Upper Pool (54).	48 & 49 Vict., c. cxcv. [1885].
East and West India Dock Company. East and West India Docks.	Dockmaster's powers to extend to that part of the Thames within 200 yards from any entrance of the docks from the river, except at the Limehouse entrance into the South West India Dock, where his power shall only extend 150 yards from the centre of the entrance.	9 Geo. IV. c. xcv., s. 160 [1828]; 1 & 2 Will. IV., c. lii., s. 100 [1831].
Tilbury Docks -	Jurisdiction of dockmaster in the river Thames to extend 250 yards from the southernmost points of each of the two piers at the sides of the entrance of the dock (30).	45 & 46 Vict., c. cv. [1882].
London and St. Katharine Dock Company. St. Katharine Docks	Vessels and craft not to remain in the river within 100 yards of the dock entrances, except for the purpose of coming in or going out of the docks, or for loading or discharging at wharves on the river within that distance; power of dockmaster to remove such vessels on refusal of master to do so (100–1).	6 Geo. IV., c. cv. [1825].
London Docks -	Powers of dockmaster in the Thames as to removal of vessels to extend to 200 yards from the dock entrances. Vessels and craft no to remain in the river within 200 yards of the dock entrances except for the purpose of coming in or going out of the docks; power of dock-master to remove such vessels on refusal of master to do so (126).	9 Geo. IV., c. cxvi. [1828].
	The limits of the power of the dockmaster to be those prescribed in section 126 of 9 Geo. IV., cap. cxvi., and an additional space to the south-eastward of the Shadwell new entrance; such space to be bounded on the north-west by the high-water shore of the Thames for 300 feet measured from the point where the centre line of the entrance lock intersects the present shore line, on the north-east by a line extending from the limit of the north-western boundary and at right angles to it for a length of 600 feet, on the south-east by a line drawn from the eastern extremity of the north-eastern boundary in a direct line to the south-eastern limit of the boundary line of the Shadwell old entrance as determined by the above-mentioned Act, and on the south-west by the said boundary line. Dockmaster's powers not to interfere with those of the Thames Conservancy Board, save that no vessel may be moored nor any moorings be placed by the Conservators within the specified space without the consent of the dock company (56).	16 & 17 Vict. c, cvi. [1853].
London and St. Katharine Dock Company—Royal Victoria Dock	Dockmaster's authority to extend into the Thames to a distance of 100 yards from the point at which a straight line drawn through the centre of the entrance lock would intersect a straight line drawn from the outer point of one of the jetties at the outer sides of the dock entrance to the outer point of the other; dockmaster's powers not to prejudice those of the Conservators of the Thames (29).	20 & 21 Vict., c. lxxxiii. [1857].
Royal Albert Dock -	Power of harbour master appointed by the company to extend into River Thames to a distance of 300 yards from the company's works on the river, but not to interfere with the power of the Conservators of the Thames within those limits.	38 & 39 Vict., c. cliii., s. 13 [1875]; 47 Vict., c. xv., s. 25 [1884].
Millwall Dock Company	Power of the canal master appointed by the company to extend to all parts of the Thames within 100 yards from the centre of the gate of the entrance from the river; but not so as to interfere with the powers of the Conservators of the Thames within those limits (69–70).	27 & 28 Vict., c. cclv. [1864].

4. TABLE setting out the Administration of the Government and Public Services of the Port of London—*continued.*

Regulation of Navigation—*continued.*

Bodies authorised to administer.	Statutory powers in regard to the service.	Act conferring powers.
Surrey Commercial Dock Company.	Dockmaster's authority in the Thames to extend to 150 yards from each dock entrance, such distance to be measured in each case from the point where the central line of the entrance lock intersects the river front of the wing walls of the entrance; powers of dockmaster not to interfere with those of Conservators of the Thames within those limits, save that no vessel may be moored nor any moorings placed there without the consent of the company.	27 Vict., c. xxxi., s. 81 [1864]; 57 & 58 Vict., c. lxvii. [1894].
	No vessel to be moored in the river within the limits of the dockmaster's authority; dockmaster to have power to remove such vessels; vessels may, however, lie at wharves within those limits (81).	27 Vict., c. xxxi. [1864].
North Metropolitan Railway and Canal Company.	Vessels and craft registered by the Canal Company passing in and out of the canal from and to the Thames not to be subject to the rules and regulations of the Waterman's Company, povided they do not load or unload cargo on the Thames, but such vessels and craft not to navigate the Thames without a free waterman to conduct them (75).	52 Geo. III., c. cxcv. [1812].
	Dockmaster's authority to extend to all parts of the river within 300 feet of a point halfway between the extremities of the pier heads of the new cut or entrance, except the wharf, jetty or landing place on the Thames authorised by this Act; and except also so much of the Thames within the above limits as would be left to the eastward of a straight line drawn from the northernmost point of a piece of land lying between Narrow-street and the river which was agreed to be purchased by the Lea Trustees (now Lea Conservators) along the western side thereof, and terminating at the extreme limit of the dockmaster's authority in the Thames. Dockmaster not to interfere with the docking, &c., of vessels entering the dock of Messrs. Dowson and Worth, or the passing of vessels and traffic between the Thames and the Lea Navigation (57).	28 & 29 Vict., c. ccclxv [1865].
West London Extension Railway Company—Chelsea Dock and Kensington Canal.	Dockmaster's authority to extend to a distance of 100 yards into the Thames from centre of the outer lock gates of the dock, but such authority not to interfere with that of the Thames Conservators within those limits (164).	22 & 23 Vict., c. cxxxiv. [1859].
Greenwich Pier Company	Power to make bye-laws for the regulation of the mooring and stations of vessels, boats, &c., and of persons employed thereon; such bye-laws to be subject to the approval of the Thames Conservators and of Trinity House (42). [Notice of any alteration of the above bye-laws to be given to the Watermen's Company ten days before they are submitted for approval; the Watermen's Company may submit objections to the pier company, and, if necessary, to the Thames Conservators and Trinity House (43).] Power of piermaster to regulate the mooring of vessels, &c. (68).	6 & 7 Will. IV., c. cxxviii. [1836].

PREVENTION AND REMOVAL OF OBSTRUCTIONS.

Thames Conservancy -	Power to cause vessels sunk or stranded to be raised, blown up, or destroyed, so as to clear the Thames therefrom; whatever is saved in doing so may be sold to pay expenses incurred, any deficiency being chargeable to the owners of the vessels, and any surplus payable to them (77). Power to remove obstructions in the Thames or on the towing paths at the expense of the owner of the obstructions (78). Power to remove dangerous or useless piles, mooring chains, and other nuisances, remove or shorten waterways, causeways, stairs or other projections injurious to navigation, and recover the expenses of doing so from owners or occupiers (81). Power to abate or remove or cause to be abated or removed all obstructions, nuisances, and abuses in the river (83 (1)). Power to make bye-laws for preventing obstructions (191).	57 & 58 Vict., c. clxxxvii. [1894].
Board of Trade - -	Power to remove works in tidal waters constructed under Improvement of Land Act, 1864, and abandoned or fallen into decay (77). Power to remove disused works of the Millwall and London and St. Katharine Dock Companies affecting the Thames at the expense of the company concerned.	27 & 28 Vict., c. 114 [1864]. 27 & 28 Vict., c. cclv. [1864]; 38 & 39 Vict., c. cliii. [1875]; 47 Vict., c. xv. [1884].
	Board of Trade may abate or remove works which they do not approve, and restore the site to its former condition at the cost of the persons who may have commenced or executed such works (184).	57 & 58 Vict., c. clxxxvii. [1894].
Admiralty - - -	Power to remove or prevent obstructions between signal and coast guard stations. Power to remove works in tidal waters constructed under Improvement of Land Act, 1864, and abandoned or fallen into decay (77).	55 Geo. III., c. 128 [1815]; 19 & 20 Vict., c. 83 [1856]. 27 & 28 Vict., c. 114 [1864].

Appendix.

10th Day, No. 4 —continued.

4. TABLE setting out the Administration of the Government and Public Services of the Port of London—*continued.*

PORT SANITARY.

Bodies authorised to administer.	Statutory powers in regard to the service.	Act conferring powers.
City of London Corporation.	The mayor, aldermen and commons of the City of London shall be deemed to be the Port Sanitary Authority of the Port of London, and shall pay out of their corporate funds all their expenses as such port sanitary authority (20). [The Local Government Board may assign by order to any port sanitary authority powers for the prevention of nuisances caused by the discharge of crude sewage; for the prevention of smoke nuisances from steam vessels, the inspection of vessels and ordering of structural alterations, &c., to provide for the health of the crew, the prevention of infectious diseases, and the inspection of canal boats under the Canal Boats Acts, 1877 and 1884, and for the examination of cargoes of foreign meat. 54 & 55 Vict. c. 76.]	35 & 36 Vict. c. 79, [1872].

PREVENTION OF POLLUTION.

Thames Conservancy -	Power to preserve the flow and purity of the water of the Thames, and its tributaries, down to the western boundary of the County of London, and to cause the surface of the Thames, and its tributaries within three miles of the Thames, to be effectually scavenged down to said western boundary (91). Prohibition of throwing ballast, gravel, stones, earth, sand, ashes, &c. into the Thames, or on its shores, or allowing offensive matter to flow into it (92). [This power not to extend to vessels within the limits of the Port of London, and under the jurisdiction of the port sanitary authority (92).] Power to require sanitary authorities, owners and occupiers, within the catchment area of the Thames, to produce for inspection within 28 days of an application from the Conservators, all plans in their possession of sewers, drains &c., or to supply copies thereof on payment, and to give all further information in their possession (99). Power to stop up outlets of sewers, channels, &c., after conviction of owners, &c., for causing pollution, with the sanction of the Court, and to recover expenses of doing so, except in the case of any drain, &c., below Teddington-lock vested in a local authority, if such authority have or be taking all practical means to procure the conviction of the offender (100). [Nothing in the provisions of the Act in regard to pollution to prejudice or affect the rights of the West Ham Corporation to continue the flow or passage of sewage through the lower of their two present outfalls, near the West-marsh sluice, river Lea, so long as provision is made by proper depositing tanks and filter beds, or otherwise, by the best known practical process for purifying, clarifying and disinfecting the sewage, so as not to be, in the opinion of the conservators, injurious (105). Prohibition against throwing ballast, &c., into the river, or allowing any offensive matter to flow into it, not to apply to the vessels of the Victoria Steamboat Association, Limited, or their successors, certified to carry 300 or more passengers (108).]	57 & 58 Vict. c. clxxxvii. [1894].
London County Council	Power to enforce the provisions of the Rivers Pollution Prevention Act, 1876, in relation to so much of any stream as is situated within or passes through or by any part of the county, and for that purpose to have the same powers and duties as if they were a sanitary authority within the meaning of the Act. Council to make bye-laws prescribing the times for the removal or carriage by road or water any fæcal, offensive, or noxious matter or liquid in or through London, and providing that the carriage or vessel used be properly constructed and covered so as to prevent the escape of any such matter or liquid.	18 & 19 Vict. c. 120, [1855]; 39 & 40 Vict. c. 75 [1876]; 51 & 52 Vict. c. 41 [1888]. 54 & 55 Vict. c. 76 [1891].
Kent and Essex Fisheries Commissioners.	Power to make bye-laws prohibiting the deposit of solid or liquid substance detrimental to sea-fish (2).	51 & 52 Vict. c. 54 [1888].

POLICE.

Metropolitan Police -	Powers of police to extend over the Thames within or adjoining the metropolitan police area and within or adjoining the City of London, and over creeks, inlets, waters, docks, wharves, quays and landing places adjacent to the Thames (5). Powers of police to extend, for the purposes of the Act and of Thames Conservancy bye-laws, over the whole of the waters, bed, shores, banks, towpaths, islands, &c., of the Thames, and over every place within 100 yards on either side of the Thames, where that river flows through or by the metropolitan police area (205). Thames Conservators may employ police, with consent of chief officer and upon such terms as to payment as may be agreed upon, to maintain order, &c., and exercise general authority at the piers or landing places and the avenues and approaches belonging thereto or under the control of the Conservators within the metropolitan police jurisdiction (208).	2 & 3 Vict. c. 47 [1839]. 57 & 58 Vict. c. clxxxvii. [1894]

4. TABLE setting out the Administration of the Government and Public Services of the Port of London—*continued.*

Police—*continued.*

Bodies authorised to administer.	Statutory powers in regard to the service.	Act confirming powers.
	Power of Chief Commissioner of Metropolitan Police may, to maintain order and secure the safety of the public, give such orders as he thinks expedient for the purpose of regulating the passage of vessels in such parts of the Thames as are within his jurisdiction on any occasion when large crowds may assemble on such parts: superintendents, inspectors, or sergeants of any police force may enter on vessels, the masters of which refuse to comply with orders given in pursuance of this section (209). [All officers and constables so employed to observe the bye-laws of the Thames Conservancy, and the direction of any officer of the Conservancy who may be present (210).]	
Police of City of London and riparian boroughs and counties within Thames Conservancy limits.	Powers of police acting for any area through or by which the Thames flows to extend, for the purposes of the Act and of the Thames Conservancy bye-laws, over the whole of the waters, bed, shores, banks, towpaths, islands, &c. of the Thames, and over any place within 100 yards on either side of the Thames, where that river flows through or by such area (205). Thames Conservators may employ police acting for any area through or by which the Thames flows, with consent of chief officer and upon such terms as to payment as may be agreed upon, to maintain order, &c., and exercise general authority at the piers or landing places and the avenues and approaches belonging thereto or under the control of the Conservators within such area (208).	57 & 58 Vict. c. clxxxvii. [1894].

LEVY OF DUES ON SHIPPING.

Thames Conservancy -	Power to take duties of tonnage on vessels entering inwards and clearing outwards in the Port of London with certain exemptions (155). Power to take tolls in respect of vessels, other than pleasure boats, navigating the Thames westward of London Bridge to Strand-on-the-Green, and places to the westward thereof (160). Any authorised collector of tolls may require the master of any vessel to give him the name and address of the owner and the place or places to which the vessel is bound (162). Power to seize and detain vessels, gear, &c., for the non-payment of registration fees, tolls, tonnage duties, &c.; after five days' detention, if dues, &c., are still unpaid, vessels may be sold, and the tolls and expenses defrayed out of the proceeds, the officer seizing and detaining not to be answerable for any loss, &c. resulting from it, except such as may be due to his wilful or grossly negligent act or default (167). Disputes as to tolls, fees, &c., due to Thames Conservators to be referred to a court of summary jurisdiction; court to determine amount of tolls, &c., due, and to assess the amount of charges for distress and sale and other costs (168).	57 & 58 Vict. c. clxxxvii. [1894].

LIGHTING.

Trinity House - -	Power to superintend and manage all lighthouses throughout England and Wales and the Channel Islands and adjacent seas and islands and at Gibraltar is vested in the Trinity House (subject to any powers or rights now lawfully enjoyed or exercised by any person or body or body of persons having by law or usage authority over local lighthouses) (634). [The Board of Trade has power to inspect lighthouses (636) and the Crown to fix the establishment to be maintained by each general lighthouse authority (659).] [By clause 136 of Thames Conservancy Act of 1894 the Conservators are not to place any lighthouse below London-bridge (136).]	57 & 58 Vict. c. 60 [1894].
London County Council -	Council to exhibit at or near the Woolwich ferry improvements and on other works connected therewith, from sunset to sunrise, such lights as the Conservators may approve and direct for the safe guidance and navigation of vessels (20).	48 & 49 Vict., c. clxvii. [1885].
City of London Corporation.	Corporation to exhibit on or near the Tower bridge, from sunset to sunrise, such lights for the guidance of vessels as the Conservators may require; places for all lights to be erected on the bridge to be approved by the Conservators (24).	48 & 49 Vict., c. cxcv. [1885].
Southend-on Sea Corpo ation.	Lights on the pier for the guidance of vessels resorting to the wharves, quays, piers, jetties, &c., not to be altered without the consent of Trinity House (162). Corporation to keep burning, from sunset to sunrise, such lights as the Trinity House shall from time to time direct.	10 Geo. IV., c. xlix. [1829]. 5 & 6 Will. IV., c. xc. [1835]; 38 & 39 Vict., c. cxxix. [1875]; 50 & 51 Vict. c. V. [1888].

Appendix.

10th Day, No. 4—continued.

4. TABLE setting out the Administration of the Government and Public Services of the Port of London—*continued.*

BUOYING.

Bodies authorised to administer.	Statutory powers in regard to the service.	Act conferring powers.
Trinity House - -	Power to superintend and manage all buoys throughout England and Wales and the Channel Islands and adjacent seas and islands and at Gibraltar is vested in the Trinity House (subject to any powers or rights now lawfully enjoyed or exercised by any person or body, or body of persons having by law or usage authority over local buoys) (634).	57 & 58 Vict., c. 60 [1894].

BEACONS.

Thames Conservancy -	Power to place and maintain such beacons as are necessary and convenient for the navigation of the Thames; such power is vested in the Conservators exclusively. Conservators to have the same authority over and to be subject to the same obligations in regard to beacons placed by the Trinity House within the jurisdiction of the Conservators before the 31st December, 1864, as the Trinity House had and were subject to in regard to them before that date. (Provisions ss. 77-8 of 10 & 11 Vict., c. 27, enacting that beacons are not to be erected without the sanction of Trinity House, shall not apply within Thames Conservancy jurisdiction) (135).	57 & 58 Vict., c. clxxxvii. (1894).
Trinity House - (Beyond Thames Conservancy jurisdiction).	Power to superintend and manage all beacons throughout England and Wales and the Channel Islands and adjacent seas and islands, and at Gibraltar, is vested in the Trinity House (subject to any powers or rights now lawfully enjoyed or exercised by any person or body, or body of persons having by law or usage authority over local beacons) (634).	57 & 58 Vict., c. 60 [1894].

PILOTAGE.

Trinity House - -	"No manner of person or persons, seamen or mariners, or other person whatsoever, at any time hereafter, shall take upon him or them, or otherwise presume or suffer themselves to be pilots, loadsmen or guides, to or for the bringing in, or carrying forth of the river of Thames, or any other creek belonging or running into the same, of any ship or other vessel, by what name or names soever they shall be called, except such person or persons so taking upon him or them such pilotship, loadsmanage or guidance, shall be thereunto first appointed and authorized by the said master, wardens and assistants, or their deputies for the time being."	Charter, 1 James II.
	Power as to exemptions from compulsory pilotage (581). Power to make by-laws (to be confirmed by order in Council) (582–3). Power to register and licence pilots (586). Power to grant pilotage certificates to masters and mates (599).	57 & 58 Vict., c. 60 [1894].

MOORINGS.

Thames Conservancy -	Power to put down, place, and maintain such mooring chains as are necessary or convenient (112). Power to purchase by agreement any private mooring chains (113). No mooring chains to be put down or placed without permission of the Conservators; Conservators may require such chains to be removed upon a week's notice (114). Power to remove private mooring chains within the tideway on payment of compensation to owner for loss or damage (115). Power to make bye-laws for preventing obstructions, and as to the mooring of timber on the Thames; for regulating the times and manner of raising or suspending mooring chains in the Thames (191). Power to take tolls for the use of moorings from vessels not paying tonnage dues (157).	57 & 58 Vict., c. clxxxvii. [1894].
West India Dock Company.	No vessel except those using the docks to lie at the buoys, &c., of the company in the Thames, except with the special permission of one of the dock masters.	1 & 2 Will. IV., c. lii. [1831].
London and St. Katharine Dock Company.	Power to lay down buoys, dolphins, &c., in the Thames near the entrances to the docks, but not so as to interfere with the navigation of the river.	6 Geo. IV., c., cv., s. 79 [1825]; 9 Geo. IV., c. cxvi., s. 87 [1828]; 16 & 17 Vict., c. cvi. s. 26 [1853].
	Power to prevent moorings placed by the company in the Thames within the limits of their jurisdiction being used by vessels other than those entering or leaving their docks without the company's consent (122).	27 & 28 Vict., c. clxxviii. [1854].

4. TABLE setting out the Administration of the Government and Public Services of the Port of London—*continued.*

Moorings—*continued.*

Bodies authorised to administer.	Statutory powers in regard to the service.	Act conferring powers.
Surrey Commercial Dock Company.	Power to prevent moorings being placed in the Thames within the area under the company's control without the consent of the company.	27 Vict., c. xxxi., s. 82 [1864]. 57 & 58 Vict., c. lxvii., s. 33 (2) [1894].
North Metropolitan Railway and Canal Company.	Power to lay down dolphins, mooring posts or mooring craft in the Thames, but not so as to injure the navigation, or in any other manner than that approved of by the Conservators (52).	28 & 29 Vict., c. cccl xv. [1865].
City of London Corporation.	Corporation to maintain, if required by the Conservators, such rods, rings, chains, staples and other things as may be in their opinion proper and sufficient for the mooring of vessels at all states of the tide to the eastern side of the northern pier of the Tower Bridge, and to permit vessels to be moored thereto (12).	48 & 49 Vict. c. cxcv. [1885].

DREDGING.

Thames Conservancy	Power to dredge, cleanse and scour the Thames; to alter, deepen, restrict, enlarge, lengthen, shorten, straighten and improve the bed and channel; to reduce or remove any shoals, shelves, banks or other accumulations (83 (1)). Power to remove or scour any shoal, mud, bank, or other accumulation, to shorten any bend or remove any angle in the river, and for such purpose to enter into agreements for the purchase of land, &c. (84). No person to dredge without licence of Conservators; the Conservators not to license any person to dredge in those parts of the bed of the river in front of or adjoining any property belonging to the Crown or Government department. (87). Before commencing to dredge, scour or deepen any part of the river, within 20 yards of any bridge over it, or pier or abutment thereof, or the structure of any tunnel under the river Conservators to give 14 days' notice to owners (88). Conservators not to dredge the bed of the Thames under or within 20 yards of the West London Extension Railway Company's bridge for more than 30 feet below Trinity high-water mark without the consent of the company (89). No work by the London County Council in connection with the Blackwall Tunnel to be executed that will prevent the Conservancy dredging to a depth of 48 feet below Trinity high-water mark for a width of 500 feet across, and in the centre of the river (50 & 51 Vict., c. clxxii., s. 9). No work by the London County Council in connection with the Greenwich Tunnel to be executed that will prevent the Conservators dredging to a depth of 48 feet below Trinity high-water mark for a width of 500 feet across, and in the centre of the river (60 & 61 Vict. c. ccxxiv., s. 15). Conservators to be at liberty to dredge the Thames under the Tower Bridge to a depth of 40 feet below Trinity high-water mark, except near the abutments, where the depth shall not exceed 35 feet, 48 & 49 Vict. c. cxcv. s. 17. The subway of the Baker Street and Waterloo Railway to be so constructed as not to prevent the Conservators from dredging to the depth of 25 feet below Trinity high-water mark for 75 yards from the present bank on the south side of the river, and of 35 feet for the remaining portion of the river (56 & 57 Vict., c. iv., s. 61.) No permanent works in connection with the City and South London Railway to be erected on the bed of the Thames, and no work to be done to prevent the Conservators dredging to the depth of 35 feet below Trinity high-water mark (47 & 48 Vict., c. clxvii., s. 67.) No permanent work in connection with Waterloo and City Railway to be made in the river, and the subway to be so constructed as not to prevent the Conservators from dredging to the depth of 35 feet below Trinity high-water mark (56 & 57 Vict., c. clxxxvii., s. 67).	57 & 58 Vict. c. clxxxvii. [1894].
London County Council	Power to dredge or deepen the bed of the river within certain limits near the Woolwich Ferry (20).	48 & 49 Vict. c. clxvii. [1885].
West India Dock Company.	Power to scour the bed of the river and preserve the depth at the entrance of the docks, so as to enable vessels to enter (73).	1 & 2 Will. IV. c. lii. [1831].
London and St. Katharine Dock Company.	Power to scour the bed of the river and preserve the depths at the entrances of the docks so as to enable vessels to enter; the matter so dredged to be carried away by the company beyond the reach of the tide. Power to scour, dredge, and deepen the bed or shore of the Thames near the Albert Dock and works, with the consent of the Conservators in order to improve the access to the dock.	9 Geo. IV., c. cxvi., s. 94 [1828]; 16 & 17 Vict., c. cvi. s. 7 [1853]. 38 & 39 Vict., c. cliii. s. 4 (4), [1875]; 4 Vict., c. xv., s. 24 [1884].
Millwall Dock Company.	Power to scour and deepen the bed or shore of the Thames, and preserve the depth at the entrances to the docks so as to enable vessels to enter (33).	27 & 28 Vict., c. cclv [1864].

Appendix. — 10th Day, No. 4— continued.

4. TABLE setting out the Administration of the Government and Public Services of the Port of London—*continued.*

Dredging—*continued.*

Bodies authorised to administer.	Statutory powers in regard to the service.	Act conferring powers.
Surrey Commercial Dock Company.	Power to scour the bed and shore of the river, and preserve the depth at the entrances to the docks, so as to enable vessels to enter.	27 Vict., c. xxxi., s. 57 [1864]; 57 & 58 Vict., c. lxvii., s. 10 [1894].
North Metropolitan Railway and Canal Company.	Power to dredge, scour, and deepen the bed and shore of the Thames at the entrance to the dock, so as to enable vessels to enter (18).	28 & 29 Vict., c. ccclxv. [1865].
Greenwich Pier Company.	Power to deepen the river in front of the pier (2) - - - - -	6 & 7 Will. IV., c. cxxviii. [1836].
Southend-on-Sea Corporation.	Power to dredge, scour and deepen the bed and shore of the sea or river at or near any part of the pier, subject to the consent of the Board of Trade.	50 & 51 Vict., c. v. [1887]; 58 & 59 Vict., c. clviii. [1895].
BALLASTING.		
Thames Conservancy -	Power to dredge and raise ballast below Teddington lock for the supply of vessels in the river (83 (3)). Power to carry away, deposit, sell, or otherwise dispose of ballast, &c., not required for the purpose for which raised (83 (4)). Power to undertake the supplying of vessels in the river with ballast on such terms as the Conservators think fit (83 (5)). Power to undertake to place ballast on board vessels or to unload it therefrom on such terms as they think fit (83 (6)).	57 & 58 Vict., c. clxxxvii. [1894].
LANDING ACCOMMODATION.		
Thames Conservancy	Power to erect piers and landing places at any convenient places below Teddington Lock for the convenience of the public, and to shut up or remove them without being obliged to provide others in lieu of them (119). Power to let on lease to any person for a period not exceeding three years upon an agreed rental any pier or landing place, or the right to receive such tolls as the Conservators shall have previously authorised to be taken at such pier, &c.; every such lessee to have the same rights, powers and authorities for taking, receiving, and recovering such tolls as are given by the Act to the Conservators (120). Power to provide proper approaches and avenues to such piers or landing places, and cause such piers, approaches, &c., to be kept in good repair, well lighted, watched and cleansed (122). [Whenever the Conservators shut up, remove, or in any way obstruct the free use and enjoyment of any existing stairs or landing-place now worked by the Watermen's Company, they are required to provide and maintain in lieu equally convenient public stairs or landing-places (124).]	57 & 58 Vict., c. clxxxvii. [1894].
London County Council -	Power to permit vessels other than the ferry boats to use the piers the Woolwich ferry for the landing or embarking of passengers, animals, vehicles and goods on such reasonable terms and under such reasonable conditions as the Council may think fit, provided it does not interfere with the running of the ferry boats (21).	48 & 49 Vict., c. clxvii. [1885].
London Riverside Fish-market Company.	Power to make wharves, landing places and other conveniences on that part of the company's property abutting on the Thames, and to charge dues for the use of them (26).	45 & 46 Vict., c. cxlvi. [1882].
Greenwich Pier Company	Power to erect and maintain a pier, wharf or jetty on the Thames in the parish of Greenwich for the landing and embarking of passengers, horses, carriages, cattle, &c., and the loading and unloading of vessels, and to erect such other landing places, embankment, and other works as may be necessary to render the pier useful for the landing and embarking of passengers and goods; power to erect toll houses, &c. (2).	6 & 7 Will. IV., c. cxxviii. [1836].
Southend on-Sea Corporation.	Power to make and maintain not more than two piers or jetties, and not more than two causeways, and such wharves, quays, and other works, warehouses, buildings, &c., as may be necessary to make the piers, jetties and causeways convenient for vessels and for the lading and unlading of the same, and for the landing and embarking of passengers and goods (81).	10 Geo. IV., c. xlix. [1829].
Metropolitan District Railway Company.	Power to make and maintain a pier on the Thames at the termination of the company's Fulham extension railway (5).	41 & 42 Vict., c. cliv. [1878].

4. TABLE setting out the Administration of the Government and Public Services of the Port of London—*continued.*

Landing Accommodation—*continued.*

Bodies authorised to administer.	Statutory powers in regard to the service.	Acts conferring powers.
Great Eastern Railway Company.	Power to make and maintain a landing pier in the Thames in the parish of Poplar at the termination of the Millwall extension railway (4). Power to take tolls in respect of any vessel using the landing pier not exceeding 2*s.* 6*d.* for each time of using it, and not exceeding 1*d.* in respect of every passenger landed on the pier, and to take such reasonable rates for animals and goods shipped or unshipped, received at or delivered from the pier, as the company may from time to time appoint (29).	36 & 37 Vict., c. clxiii. [1873].
South Eastern Railway Company (now London, Chatham, and South Eastern Railway Company).	Power to make and maintain a landing stage or pier in the Thames near Hungerford-bridge (Charing-cross pier) for the landing and embarking of passengers and goods. Power to take tolls in respect of all passengers, luggage and goods landed from or embarked on vessels calling at the landing stage.	11 Geo. IV., c. lxx. [1830]; 6 & 7 Will. IV., c. cxxxiii. [1836].
London, Tilbury, and Southend Railway Company.	Power of railway company to purchase from the Corporation of Gravesend the town quay and pier with all the rights, privileges, &c. (2.) Power to take tolls in respect of all vessels using the pier or quay for all goods shipped or unshipped for the use of cranes, weighing machines and sheds, for passengers landing at or embarking from the pier or quay, for passengers' luggage, and for the use of the pier as a promenade (8). [Thames Conservators not to make or authorise any ferry between any points in Milton or Gravesend and Chadwell or Tilbury, or to prejudice or interfere with any ferry rights, &c., possessed by the company, or to make or authorise to be made any pier or works for landing passengers which shall injuriously affect the company's pier or works (234 (1)). No harbour-master appointed by the Conservators to have jurisdiction on any wharf, pier or landing place of the company now used by the latter for the purpose of their traffic and undertaking [(234 (5)), 57 & 58 Vict., c. clxxxvii.]	47 & 48 Vict., c. clx. [1884].
Metropolitan Asylums Board.	Power to maintain wharves, landing places, &c., for the embarkation and landing of persons from hospitals, and to provide and maintain vessels for the use of persons suffering from infectious diseases (79).	54 & 55 Vict., c. 76 [1891.]

Appendix
10th Day,
No. 5.

5. TABLE showing the SYSTEM of GOVERNMENT

(*Handed in by Mr. G. L. Gomme on*

Port.	General Nature of Governing Body.	Principal Act constituting Authority.	Constitution of the Authority.
Aberdeen	Harbour Commissioners	58 & 59 Vict., cxxxvi.	Lord Provost, six baillies, dean of guild Eleven town councillors elected by the town council. Twelve elected by ratepayers. Qualifications: Commissioners and Electors—residence within the city and owning at least 25 tons registered shipping, or having paid in the previous year £5 of harbour rates.
Aberystwith	The Corporation	37 & 38 Vict., cxx.	——
Alloa, Clackmannan	Port and Harbour Trustees.	35 & 36 Vict., clx. 52 & 53 Vict., lxxix.	Two appointed by the Earl of Kellie Four elected by shipowners and ratepayers, acting as one elective body. Three appointed by the commissioners of police for the town of Alloa. Qualifications: Trustees—owning land or other heritages in the county of Clackmannan of the annual value of not less than £20. Electors—Shipowners to reside or have business premises within four miles of the cross of Alloa, and to be owners or part owners of vessels of at least 25 tons register at the port. Ratepayers to reside as above and to have paid within preceding year £5 in harbour rates.
Arbroath, Forfarshire.	Harbour Trustees	2 Vict., xvi., 27 & 28 Vict., 33, and Harbour Order of 1877.	The Provost of Arbroath The Provost of Forfar. Two appointed by the magistrates and town council of Arbroath. One appointed by the magistrates and town council of Forfar. Fourteen elected by ratepayers; 10 to be merchants, shipowners, or manufacturers, and four as "county trustees," their qualification being a rating of £100 in the commission books.
Ardrossan	Limited Company	50 Vict., xxxiv.	——
Ayr	Harbour Trustees	56 & 57 Vict., li.	The Provost Four town councillors elected by the town council. Six ratepayers elected from among themselves. Six holders of harbour stock of at least £100. elected from among themselves. One appointed by Glasgow and South Western Railway Company.
Banff	Harbour and Port Trustees.	3 & 4 Vict., cxiv.; 59 Vict., sess. 2, iv.	The provost, baillies, the dean of guild and the treasurer of Banff. Four shipowners' trustees, qualified by being owners or part owners of any vessel trading from or belonging to the port. Two traders' trustees, qualified by being traders and ratepayers within the burgh.
Barnstaple	Town Council of Barnstaple and Rollsquay.	——	——
Barrow	Railway Company	26 & 27 Vict., lxxxix.	——
Beaumaris	The Corporation	Charter of Ed. I.	——
Belfast	Harbour Commissioners	10 & 11 Vict., lii.; 46 & 47 Vict., lix.	The Mayor of Belfast The Lord of the Castle of Belfast. Twenty-one elective commissioners. Qualifications: Residence within twenty miles of harbour office, and registered owners of at least 300 tons shipping of the port or owning real estate of £200 annual value or personal estate of £5,000 gross value. Electors must reside within the above limits, possess certain property qualifications, and appear on certain special registers.
Berwick-on Tweed	Harbour Commissioners	25 & 26 Vict., xxxi.	The Mayor One appointed by the Admiralty. One appointed by the Board of Trade. Fifteen elected by shipowners and others having certain property qualifications, and appearing upon special registers. Qualifications of commissioners: residence within seven miles of the borough and possessing either £1,000 personal estate, a net income of £150 per annum, or it from real or copyhold estate, of £60 per annum.

of the PORTS of the UNITED KINGDOM.

the Tenth Day. See Question 3550.)

Members of the Authority.						Total.	If owned by Private Owners, Name of Company or Person.	Remarks.
Statutory Nominations.		Appointed by Municipal or similar Authority.	Elected by Ratepayers.	Elected by various Interests.	Appointed by other constituted Authorities.			
Private Owner.	Public Authority.							
—	8	11	12	—	—	31		Charges, &c., as in schedule to Act.
—	—	—	—	—	—	—	—	Charges as in Schedule B of Act.
2	—	3	—	4	—	9		Charges as in schedule to Act of 1899.
2	2	3	14	—		19		Charges as in Act.
—	—	—	—	—			Ardrossan Harbour Company, Limited.	
—	1	4	6	7	—	18	—	Charges as in schedule of Act.
—	5	—	—	6	—	11		Charges as in Act. Not a Customs port.
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—		Furness Railway Company.	Charges as in Act.
—	—	—	—	—	—			—
1	1	—	—	21	—	23	—	Charges as in Act.
—	1	—	—	15	2	18	—	Charges as in Act.

Appendix.

10th Day. No. 5—continued.

5. TABLE showing the System of Government

Port.	General Nature of Governing Body.	Principal Act constituting Authority.	Constitution of the Authority.
Blyth	Harbour Commissioners	45 & 46 Vict., liv.	Sir Matthew White Ridley and his successors One appointed by Sir Matthew White Ridley or his successors. One elected by the ordinary shareholders of the Blyth Harbour and Docks Company. One appointed by the North Eastern Railway Company. One landowner appointed by the remaining Commissioners. Three elected by coalowners. Two elected by shipowners. One elected by traders. One appointed by the South Blyth Local Board from among themselves. One appointed by the Cowpen Local Board from among themselves. Qualifications: Landowner to be in receipt of rents or profits of property of the rateable value of £200 or over, within five miles of the harbour. Elective Commissioners and electors—Shipowners—Shipowners to be owners of shipping aggregating 100 tons and over, payment of tonnage rates for three years previously, and resident within five miles of the harbour. Coalowners to be shippers of 5,000 tons of coal, coke, or cinders in the previous year. Traders to reside within five miles of the harbour, payment of £5 in rates on goods other than coal, coke, culm, or cinders.
Boston	The Corporation	52 Geo. III., cv.	—
Bridgewater	The Corporation	8 & 9 Vict., lxxxix.	—
Bristol	The Corporation	11 & 12 Vict., xliii.; 56 & 57 Vict., clxxxiv.	—
Campbeltown	The Corporation	39 & 40 Vict., clxvii.	—
Cardiff	Limited Companies	47 & 48 Vict., cclvii.; 49 & 50 Vict., lxxxvi.	—
Cardigan	The Corporation	—	—
Carlisle	Canal Company	16 & 17 Vict., cxix.	—
Carnarvon	Harbour Trustees	33 Geo. III., cxxiii.; 49 Geo. III., cxxiv.	All J.P.'s for the county, the mayor, deputy mayor, the bailiffs, the collector of customs, the comptroller of customs, the surveyor of customs and 119 persons specifically named. Surviving trustees to fill up vacancies caused by death or retirement of any of the 119 trustees or their successors. Qualification of trustees: owning lands worth £25 per annum or personal property of at least £500 value (except in case of J.P.'s).
Channel Islands—			
Alderney	Board of Trade	28 & 29 Vict., 100.	—
Jersey (St. Catherine's Harbour)	States of the Island of Jersey.	40 & 41 Vict., ccxxviii.	—
Guernsey	States of the Island of Guernsey.	—	—
Chester	River Dee Conservancy	14 & 15 Vict., lxxxvii.	The Mayor and Corporation of Chester acting as Commissioners of the Dee Conservancy.
Colchester	The Corporation	55 & 56 Vict., cvii.	—
Coleraine	Harbour Commissioners	42 & 43 Vict., clxxv.	Twelve appointed by the Town Commissioners, but not more than six to be members of that body. Three appointed by the Guardians of Coleraine for the half barony of Coleraine. Two appointed by the Guardians of Coleraine for the north-east liberties of Coleraine. Two elected by persons paying harbour dues Qualifications: Town Commissioners — residence within five miles of the town and lessors of lands within the town of the value of £50 per annum, or if occupiers, of the value of £30 per annum. Elective Commissioners — payment of £30 of harbour rates in the previous year. Electors—payment of £5 in harbour rates in the previous year.

of the Ports of the United Kingdom—*continued.*

Members of the Authority.						Total.	If owned by Private Owners, Name of Company or Person.	Remarks.
Statutory Nominations.		Appointed by Municipal or similar Authority.	Elected by Ratepayers.	Elected by various Interests.	Appointed by other constituted Authorities.			
Private Owner.	Public Authority.							
1	—	2	—	10		13	—	Charges as in Act.
—	—	—	—	—	—	—	—	Charges as in Act of 1881. Not a Customs port.
—	—	—	—	—	—	—	—	Charges as in Act.
—	—		—	—	—	—	—	Charges as in Act.
—	—				—	—	—	Charges as in Act.
—	—			—	—	—	Bute Docks and Barry Dock Companies.	Charges as in Acts.
—	—	—		—	—	—	—	No port charges.
—	—	—	—		—	—	Carlisle Canal Company.	Charges as in Act.
119	7 and all J.P.'s of the county.	—	—		—	126 and all J.P.'s of the county.	—	Charges as in Act of 1809. Not a Customs port.
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	11	30	—	—	41	—	Charges as in Act.
	—	—	—	—	—	—	—	Charges as in Act.
—	—	17	—	2	—	19	—	Charges as in Act.

Appendix.

10th Day, No. 5—continued.

5. TABLE showing the System of Government

Port.	General Nature of Governing Body.	Principal Act constituting Authority.	Constitution of the Authority.
Cork - - -	Harbour Commissioners	1 Geo. IV., lii.; 46 & 47 Vict. clxxi.	The members of Parliament for the City, the mayor and sheriffs, five members of the common council elected from among themselves, and 25 specifically named and their successors, vacancies arising through death or otherwise of these 25 to be filled up by the remaining commissioners.
Cowes, Isle of Wight	Harbour Commissioners	60 & 61 Vict., cclxxviii.	Five appointed by the Town Council of Newport from among themselves. Three appointed by the Cowes Urban District Council from among themselves. One appointed by the East Cowes Urban District Council from among themselves. Four elected by traders from among themselves. One appointed by the Admiralty. One appointed by the Board of Trade. One director or officer of the Isle of Wight Central Railway Company. One appointed by the Isle of Wight County Council from among themselves. One appointed by the Council of the Yacht Racing Association. One director or officer of the Steam Packet Company. Qualification of traders' representatives: to have paid £2 10s. in harbour dues during previous nine months, to be a ratepayer of either Newport, East Cowes, or West Cowes, or reside within 30 miles of harbour offices.
Dartmouth	Harbour Commissioners	26 & 27 Vict. 104 -	Three appointed by Board of Trade. - - - Five appointed by the Corporation, three from among themselves. Two appointed by the Dartmouth and Torbay Railway Company. Three specifically named; when a vacancy is caused through death, &c., of any of these three, the remaining commissioners to fill up the vacancy with approval of the Board of Trade. One elected by persons owning property and those rated at £20 for the relief of the poor of the parish of Kingswear.
Dover - -	Harbour Board and Board of Trade.	24 & 25 Vict., 45; 28 & 29 Vict., 100.	Lord Warden of Cinque Ports - - - - - Two appointed by the Town Council. One appointed by the Board of Trade. One appointed by the Admiralty. One appointed by the South Eastern Railway Company. One appointed by the London, Chatham and Dover Railway Company.
Drogheda - -	Harbour Commissioners	5 & 6 Vict., lvi. -	Mayor and 27 persons specifically named. On vacancies arising new commissioners to be elected by ratepayers of at least £10 per annum. Qualification of Elective Commissioners; residence within the town of Drogheda or within seven miles of Tholsel of the town, and having real or personal property of the value of £800, or lands producing £50 per annum, or occupying the house in a town rated at or above £25.
Dublin - -	Port and Docks Board -	30 & 31 Vict., lxxxi.	Lord Mayor of Dublin - - - - - - - Three appointed by the Corporation. Seven appointed by the Commissioners of Irish Lights from among themselves. Seven elected by traders from among themselves. Seven elected by shipowners from among themselves. Qualifications: Elective Commissioners — living within 15 miles of the boundary of city and possessing personal estate of £3,000, or being in receipt of annual income of £150 from estates, &c., or occupying property rated at £100 Electors—Traders having paid customs or excise duties up to £500 in previous year, or whose business premises are rated at £100. Shipowners —owning 150 tons shipping, or having offices in the City and paying £100 in harbour rates.

of the Ports of the United Kingdom—*continued.*

Members of the Authority.						Total.	If owned by Private Owners, Name of Company or Person.	Remarks.
Statutory Nominations.		Appointed by Municipal or similar Authority.	Elected by Ratepayers.	Elected by various Interests.	Appointed by other constituted Authorities.			
Private Owner.	Public Authority.							
25	5	5	—	—	—	35	—	Charges as in Acts.
—	—	10	—	7	2	19	—	Charges as in Act.
3	—	5	1	2	3	14	—	Charges as in Act.
	1	2	—	2	2	7	—	Charges as in Act of of 1871.
—	1	—	27		—	28	—	Charges as in Schedule F of Act Not a Customs Port.
	1	3	—	14	7	25	—	Charges as in Acts of 1869 and 1879.

Appendix.

10th Day, No. 5—continued.

5. TABLE showing the System of Governmen

Port.	General Nature of Governing Body.	Principal Act constituting Authority.	Constitution of the Authority.
Dumfries - -	River Nith Navigation Commissioners.	51 Geo. III., cxlvii.	The Provost, three baillies, the dean of guild, the deacon convener of trades of the Borough of Dumfries. Ten commissioners of the land-tax for each of the Counties of Dumfries and Kirkcudbright appointed from among themselves annually. Six elected by merchants from among themselves. Six elected by shipowners from among themselves. Qualifications: Commissioners and Electors; Merchants—payment of at least £10 as freight on goods in the previous year and residence in the borough. Shipowners—owning vessels of at least 20 tons register belonging to the port.
Dundalk - - -	Harbour Commissioners	18 & 19 Vict., clxxxix.	Lord of the Manor - - - - - - - - - - Fifteen elective Commissioners. Qualifications: Commissioners—residence within a radius of five miles of the town of Dundalk, and owning shipping of 200 tons register trading with the port, or having real or freehold property of the annual value of £50 or £1,000 personal property. Electors—Ratepayers of £20 or over, and resident in the borough, or owners of 100 tons registered shipping of the port, and residing within five miles of the Court House, or holders of £1,000 stock in some shipping company trading from the port, and residing within five miles of the Court House.
Dundee - - -	Harbour Trustees -	38 & 39 Vict., cl.	The Provost, first, second, third and fourth baillies, the dean of guild, the boxmaster of the Fraternity of Masters and Seamen in Dundee, the convener of the nine incorporated trades in Dundee. One common councillor elected by town council. Five elected by the "Guildry" Incorporation of Dundee from among themselves. Two elected by the nine incorporated trades from among themselves. Four Commissioners of Supply of the county of Forfar chosen by the county. Three appointed by the Dundee Chamber of Commerce from among themselves. Three paying harbour rates elected from among themselves. Two municipal electors from among themselves. One appointed by the three united trades from among themselves. Three shipowners elected from among themselves. Qualifications: Ratepayers—having paid at least £10 in harbour rates on vessels or goods. Ship-Owners—owners or part owners of vessels to the extent of at least 100 tons register, being resident or having a place of business in the borough.
Exeter - - -	The Corporation -	31 Henry VIII., iv.; 3 & 4 Vict., lxxiv.	
Falmouth - -	Harbour Commissioners	33 & 34 Vict., clviii.	One appointed by the Board of Trade - - - One appointed by the Admiralty. One appointed by the Trinity House Corporation. Four appointed by the Corporation of Falmouth (acting through the Town Council). Four appointed by the Falmouth Local Board. One appointed by the Falmouth Dock Company. One appointed by the Lord of the Manor of Arwenack. Three elected by shipowners paying harbour rates, &c.

of the Ports of the United Kingdom—*continued.*

Members of the Authority.						Total.	If owned by Private Owners, Name of Company or Person.	Remarks.
Statutory Nominations.		Appointed by Municipal or similar Authority.	Elected by Ratepayers.	Elected by various Interests.	Appointed by other constituted Authorities.			
Private Owner.	Public Authority.							
—	6	—	—	12	20	38	—	Charges as in Act.
1	—	—	—	15		16		Charges as in Act.
—	8	1	—	19	4	32		Charges as in Act.
—	—	—	—	—	—	—	—	Charges as in Act of 1840.
1	—	8	—	4	3	16	—	Commissioners by Act of 1870 charge tonnage dues within certain specified limits on vessels anchoring.

Appendix

10th Day, No. 5—continued.

5. TABLE showing the System of Government

Port.	General Nature of Governing Body.	Principal Act constituting Authority.	Constitution of the Authority.
Faversham, - -	Navigation Commissioners.	5 & 6 Vict., Sess. 2, xlii.	The Lord of the Manor, Mayor and Aldermen, the Chairman of public charities. Vicars of Faversham, Ospringe, Newvain, Boughton and Herne Hill. Rectors of Norton and Eastling. Fifty-three persons specifically named. On a vacancy occurring among the 53 persons named, remaining commissioners to appoint. Qualification: real or personal estate (or both) up to £1,000.
Fleetwood -	Railway Companies -	12 & 13 Vict., lxxiv.; 34 & 35 Vict., lxx.	
Folkestone - -	Railway Company -	6 & 7 Vict., li.; 47 & 48 Vict., ccxxxvii.	
Fowey - - -	Harbour Commissioners	56 & 57 Vict., cxxxix.	Two appointed by Lord or Lords of the Manor of Fowey and Langurithowe. One appointed by the Board of Trade. One appointed by the Duchy of Cornwall. Four elected by payers of harbour rates residing within 12 miles of harbour. Two elected by owners of rateable property or ratepayers of the parish of Fowey. One elected by ratepayers of the parish of Lanteglos-by-Fowey. Three appointed by the directors of the Cornwall Mineral Railway Company.
Fraserburgh - -	Harbour Commissioners	41 & 42 Vict., cii. -	Heritable Provost and Superior of Burgh, or while there is no provost in the burgh the acting chief magistrate. The factor of Barony of Philorth. One appointed by the Town Council from among themselves. Two appointed by the Commissioners of Police of Fraserburgh. Five elected by landowners. Two elected by shipowners of Fraserburgh. Three elected by payers of harbour rates from among themselves. Qualifications: Elective Commissioners and Electors; Landowners — residence within the burgh and owing lands of the annual value of £10; shipowners—residence within the burgh; ratepayers—residence within the burgh and having paid in the previous year £5 in harbour rates.
Galway	Harbour Commissioners	16 & 17 Vict., ccvii.	Twenty-one elective commissioners. Qualifications: Commissioners—residence in the town of Galway and owning lands of the annual value of £100 or having real or personal estate (or both) of £3,000 gross value, or heir apparent of a person having lands, &c., of £200 annual value. Electors—residence in country or town of Galway and rated at £15 or more, or having lands in the county producing at least £20 annually, or having paid at least £5 as harbour rates in previous year.

of the Ports of the United Kingdom—*continued.*

Members of the Authority.						Total.	If owned by Private Owners, Name of Company or Person.	Remarks.
Statutory Nominations.		Appointed by Municipal or similar Authority.	Elected by Ratepayers.	Elected by various Interests.	Appointed by other constituted Authorities.			
Private Owner.	Public Authority.							
—	63 and Aldermen of Faversham.		—	—	—	63 and Aldermen of Faversham.	—	Charges as in Act.
—	—	—	—	—	—	—	Lancashire and Yorkshire Railway Company and London and North Western Railway Company jointly.	Charges as in Act of 1861.
—	—	—	—	—	—	—	South Eastern Railway Company.	Charges as in Acts of 1818 and 1884.
—	—	—	7	5	2	14	—	Charges as in Act.
1	1	1	—	10	2	15	—	Charges as in Act of 1891.
—	—	—	21	—	—	21	—	Charges as in Act.

Appendix.

10th Day, No. 5—continued.

5. TABLE showing the System of Government

Port.	General Nature of Governing Body.	Principal Act constituting Authority.	Constitution of the Authority.
Glasgow	Trustees of the Clyde	21 & 22 Vict., cxlix.	Lord Provost Nine appointed by the Town Council. Two appointed by the Chambers of Commerce of Glasgow. Two appointed by members of the Merchants' House of Glasgow from among themselves. Two appointed by members of the Traders' House from among themselves. Nine elected by shipowners and ratepayers. Qualifications: Trustees—Shipowners owning at least 250 tons of registered shipping of the port; ratepayers having paid £25 in harbour rates. Electors—residence within three miles of parliamentary boundaries of the city and owning at least 100 tons registered shipping of the port, or having paid in previous year £100 in harbour rates.
Gloucester	Harbour Trustees	53 & 54 Vict., xcvii.	Sharpness Lighthouse Trustees Mayors of Worcester and Tewkesbury. President of Gloucester Chamber of Commerce. Owners of Berkeley Castle and Sedbury Estate. Two appointed by the Severn Commissioners. Two appointed by the Severn and Wye and Severnbridge Railway Company. One appointed by the Corporation of Gloucester. One appointed by the Gloucester County Council. One appointed by the Stafford and Worcester Canal Company. One appointed by the Stroud Water Navigation Company.
Goole	Trustees of the Aire and Calder Navigation Company.	1 Geo. IV., xxxix.; 9 Geo. IV., xcviii.; 9 & 10 Vict., ccxii.	—
Grangemouth	Railway Company	30 & 31 Vict., cvi.; 39 & 40 Vict., xlviii.	—
Granton	Private owner	7 Will. IV. & 1 Vict., xv.; 12 & 13 Vict., lxxix.	—
Greenock	Harbour Trustees	51 & 52 Vict., cxiii.	Provost of Greenock Eight Town Councillors elected by the Town Council. Six elected by shipowners and ratepayers. Qualifications: Trustees and Electors—owning at least 250 tons registered shipping of the port, or having paid during previous year £25 in harbour rates. Six elected by holders of harbour securities or stock of at least £100.
Grimsby	Railway Company	8 & 9 Vict., ccii.; 9 & 10 Vict., clxviii.	—

of the Ports of the United Kingdom—*continued.*

Members of the Authority.						Total.	If owned by Private Owners, name of Company or Person.	Remarks.
Statutory Nominations.		Appointed by Municipal or similar Authority.	Elected by Ratepayers.	Elected by various Interests.	Appointed by other constituted Authorities.			
Private Owner.	Public Authority.							
	1	9	—	15	—		——	Charges as in Act of 1878.
3	2 and Sharpness Lighthouse Trustees.	2	-	6	—	13 and Sharpness Lighthouse Trustees.	——	Charges as in Act.
--	—	—		—	—	—	Aire and Calder Navigation Company.	Charges as in Acts. Canal rates in Act of 1820, dock rates in Act of 1892, wharfage rates in Act of 1846.
	—	—	—	—	—	—	Caledonian Railway Company	Charges as in Act of 1876. Act of 1886 constitutes the Company the pilotage authority and sets out pilotage rates.
—	—	—	—	—	—	—	Duke of Buccleuch and Queensberry.	Charges as in Acts. Her Majesty in Council, or the Treasury have power to reduce rates on foreign vessels to the same level as those on British.
—	1	18	-	12	—	21	—	Charges as in Acts o 1889 and 1896.
—	—	—	—	—	—	—	Great Central Railway Company.	Charges as in Acts.

Appendix.

10th day, No. 5—continued.

5. TABLE showing the System of Government

Port.	General Nature of Governing Body.	Principal Act constituting Authority.	Constitution of the Authority.
Hartlepool, West -	Harbour Commissioners	18 & 19 Vict., cxxvi.; 32 & 33 Vict., lxxxii.	One appointed by the Board of Trade - - - Three appointed by the East Dock Company. Two appointed by the West Dock Company. Three appointed by shipowners. One appointed by the Corporation of Hartlepool from among the Council. One appointed by the West Hartlepool Commissioners from among themselves. Two elected by importers and exporters from among themselves. Qualifications: Elective Commissioners—owning lands of £25 annual value, or personal property of £500. Electors—residence within 15 miles of the Heugh Lighthouse, and having paid during previous year £20 in harbour rates.
Harwich - - -	Harbour Conservancy Board.	26 & 27 Vict., 71; 29 & 30 Vict., lxiv.	One appointed by the Treasury - - - - One appointed by the Admiralty. Two appointed by the Board of Trade. One appointed by the Trinity House Corporation. One appointed by the Corporation of Harwich acting as the Town Council. One appointed by the Corporation of Ipswich acting as the Town Council. One appointed by the Ipswich Dock Commissioners. One appointed by owners and occupiers of land in the parishes of Mistley and Manningtree, abutting on the river Stour, who are ratepayers to the extent of at least £15 annually.
Hull - - -	Humber Conservancy Commissioners.	15 & 16 Vict., cxxx.; 31 & 32 Vict., lviii.; 39 & 40 Vict., cxxix.	Mayor of Kingston-on-Hull - - - - - Mayor of Grimsby. Acting Warden and an Elder of Hull Trinity House. Chairman and deputy chairman of Hull Docks Company. Chairman and deputy chairman of the Great Central Railway Company. Two appointed by the directors of the Great Central Railway Company. Two appointed by the Aire and Calder Navigation Trustees. Four appointed by the Admiralty. Three appointed by the Corporation of Hull. One appointed by the Hull Trinity House. Five elected by shipowners of Hull. One elected by shipowners of Grimsby. One elected by shipowners of Goole. Qualification of Shipowners: Owning 150 tons registered shipping of the port they are electors of.
Inverne - -	Harbour Trustees -	10 & 11 Vict., ccix.; 46 & 47 Vict., xliii.	The Provost, the four baillies, the dean of guild, the treasurer of burgh of Inverness. Five elected by shipowners from among themselves annually. Five elected by merchant traders from among themselves annually. Qualifications: Shipowners—owning at least 20 tons registered shipping of the port; traders—owning or occupying land or houses rated at £20 at the least.

of the Ports of the United Kingdom—*continued.*

Members of the Authority.						Total.	If owned by Private Owners, Name of Company or Person.	Remarks.
Statutory Nominations.		Appointed by Municipal or similar Authority.	Elected by Ratepayers.	Elected by various Interests.	Appointed by other constituted Authorities.			
Private Owner.	Public Authority.							
—	—	2	—	10	1	13	—	Charges as in Acts.
	—	2	1	1	5	9		Charges as in Act.
4	4	3		11	5	27	—	Charges as in Act.
	7			10		17	—	Charges as in Act of 1848. Act reserves right of Caledonian Canal Company to levy rates on the canal below Muriton Locks.

Appendix.

10th Day, No. 5—continued.

5. TABLE showing the System of Government

Port.	General Nature of Governing Body.	Principal Act constituting Authority.	Constitution of the Authority.
Ipswich	Harbour Commissioners	15 & 16 Vict., cxvi.; 40 & 41 Vict., ccxvi.	Members of the Corporation Twenty-four elected by owners and masters of vessels belonging to the port. Thirty elected by ratepayers. Eight appointed by the Justices of the Peace for the County of Suffolk. Two appointed by the Corporation of Bury St. Edmunds. Two appointed by the Corporation of Eye. Two appointed by the Vestry of town and parish of Stowmarket. Two appointed by the Vestry of Hadleigh. Two appointed by the Vestry of Diss. Qualifications: Commissioners—owning land, etc., of £50 annual value in the town, or real or personal estate (or both) of the value of £1,000 Electors—Shipowners one-eighth share in a 40-ton vessel or one-sixteenth in two such; masters—of vessels of at least 40 tons register.
Irvine	Harbour Trustees	36 & 37 Vict., cxxiv.	The Provost, magistrates, and Town Council of the Burgh. Convener of Incorporated Traders of Irvine. Seven elected by shipowners from among themselves annually. Four elected by traders from among themselves annually. Qualification: Shipowners—owners or part owners of shipping of the port to the extent of at least 20 tons register; traders—living or having a place of business within three miles of burgh, or having paid harbour rates to the amount of £5 in the preceding year.
Kirkcaldy	Harbour Commissioners	12 & 13 Vict., xxx.; 39 & 40 Vict., clxxix.	The Provost and the four baillies Nine elected by the ratepayers Two appointed by the Commissioners of Supply for the County of Fife from among themselves.
Kirkwall	Orkney Islands Harbour Commissioners.	35 & 36 Vict., lxxvii.; 50 & 51 Vict., clxii.	The Convener of the County of Orkney The Provost of Burgh of Kirkwall. Four appointed by the Commissioners of Supply from among themselves. Four appointed by the Town Council of Kirkwall from among themselves. Four elected by shipowners owning 20 tons registered shipping of the port. One elected by ratepayers of each Island respectively or of each parish in mainland of Orkney (except the united parishes of Kirkwall and St. Olla and parish of Stromness) in which piers or harbours have been or may be constructed. They must be ratepayers of at least £4.
Lancaster	Harbour Commissioners	23 Geo. II., 12; 47 Geo. III., sess. 2, xxxvii.	The Mayor of Lancaster Sixteen of the "most substantial inhabitants" nominated by all merchants of the port owning one-sixteenth share in vessels of at least 50 tons register.
Leith	Harbour and Dock Commissioners.	38 & 39 Vict., clx.; 55 & 56 Vict., clxxvii.	Three appointed by the Corporation of Edinburgh Three appointed by the Corporation of Leith. One appointed by the Company of Merchants of Edinburgh. One appointed by the Chamber of Commerce and manufacturers of Edinburgh. One appointed by the Leith Chamber of Commerce. Two elected by shipowners from among themselves. Four elected by payers of harbour dues of at least £4 during the preceding year. Qualification: Elective Commissioners—owners or part owners to the extent of at least 100 tons of registered shipping of the port.

of the Ports of the United Kingdom—*continued.*

Members of the Authority.						Total.	If owned by Private Owners, Name of Company or Person.	Remarks.
Statutory Nominations.		Appointed by Municipal or similar Authority.	Elected by Ratepayers.	Elected by various Interests.	Appointed by other constituted Authorities.			
Private Owner.	Public Authority.							
	Members of the Corporation.	10	30	24	8	72 and members of the Corporation.	—	Charges as in Act of 1853.
1	1 and magistrates and Town Council.	—	—	11	—	13 and magistrates and Town Council.	—	Charges as in Act.
—	5	—	9	—	2	16	—	Charges as in Schedule B of Act of 1849 and Schedule of Act of 1876.
—	2	4	(*a*)	4	4	14 (*a*)	—	Charges as in Acts. (*a*) One member to be elected by each island and certain parishes in Orkney in which piers or harbours have been or may be constructed.
—	1	—	—	16	—	17	—	Charges as in Act of 1807.
—	—	6	—	9	—	15	—	Charges as in Act of 1892.

Appendix.

10th Day, No. 5—continued

5. TABLE showing the System of Government

Port.	General Nature of Governing Body.	Principal Act constituting Authority.	Constitution of the Authority.
Lerwick (Shetland)	Harbour Trustees	40 & 41 Vict., cxciv.	Three elected by shipowners from among themselves Three elected by payers of harbour rates from among themselves. Three appointed by the Commissioners of Supply from among themselves. Three appointed by the Corporation from among themselves. Qualifications: Trustees—residence in the County of Zetland. Electors—Shipowners, owners or part owners to extent of 20 tons registered shipping of the port; harbour ratepayers—having paid 10s. harbour rates in the preceding year.
Limerick	Harbour Commissioners	30 & 31 Vict., clv.	The Mayor of Limerick The President of the Chamber of Commerce for Limerick. Five appointed by the Corporation from among themselves Five elected by importers and exporters. Five elected by payers of harbour rates. Qualifications: Commissioners elected by importers and exporters—residence or having place of business within 10 miles of Limerick, being rated at £30 at least and having during the previous year exported or imported £1,000 worth of goods; by payers of harbour dues—residence and rating as above and having paid at least £20 in harbour rates. Electors—residence as above for previous six months and having exported or imported £1,000 worth of goods or paid harbour rates of £5 in the previous year.
Littlehampton	Harbour Commissioners	6 Geo. II., xii.; 6 Geo. IV., clxx.	The Mayor of Arundel The Senior Burgess of Arundel. Eighty-one persons named; on a vacancy occurring among these, remaining Commissioners to appoint. All J.P.'s of County of Sussex qualified as follows: owners of lands, &c., of annual value of £100, or heirs apparent to persons having lands, &c., of annual value of £150 or having personal property or real and personal of £2,000 gross value.
Liverpoo	Mersey Docks and Harbour Board.	20 & 21 Vict., sess. 2, clxii.; 21 & 22 Vict., xcii.	Four appointed by the Conservancy Commissioners of the River Mersey. Twenty four elected by payers of dock rates of at least £10 in previous year and who are qualified to vote for the 12 members of the committee of the trustees of the Liverpool Docks under the Act of 1852. Qualification of Commissioners: payment in previous year of at least £25 in dock rates.
Llanelly	Llanelly Harbour and Burry Navigation Commissioners.	41 & 42 Vict., lxxxiii.	The members of the Local Board The Lord of Seigniories of Gower and Kilsey. The Lord of the Lordship of Kidwelly. The Lord of the Manor of Pembrey. The Lord of Layer of Loughor. The stewards of the above estates may serve in the absence of their respective owners. The Portreeve of Llanelly, or one of the aldermen of the Borough of Loughor, to be appointed by the Portreeve and aldermen. The Resident Superintendent of the Burry Port and Gwendraeth Valley Railway Company. The Resident Superintendent of the Llanelly Railway and Dock Company. One appointed by the owners of the Copper Works Dock.

of the Ports of the United Kingdom—*continued.*

Members of the Authority.						Total.	If owned by Private Owners, Name of Company or Person.	Remarks.
Statutory Nominations.		Appointed by Municipal or similar Authority.	Elected by Ratepayers.	Elected by various Interests.	Appointed by other constituted Authorities.			
Private Owner.	Public Authority.							
—	—	3	—	6	3	12	—	—
1	1	5	—	10	—	17	—	Charges as in Act of 1888.
81 and J.P.'s of County of Sussex.	2	—	—	—	—	83 and J.P.'s of County of Sussex.	—	Charges as in Act of 1826. Power is reserved by Order in Council to reduce rates, chargeable on foreign vessels using the harbour.
—	—	—	—	28	—	28	—	Charges as in Act of 1858.
6	Members of the Local Board.	—	—	2	—	8 and Members of the Local Board.		Charges as in Act of 1864.

Appendix.

10th Day, No. 5—continued.

5. TABLE showing the System of Government

Port.	General Nature of Governing Body.	Principal Act constituting Authority.	Constitution of the Authority.
Londonderry	Port and Harbour Commissioners.	17 & 18 Vict., clxxvii.	Fifteen elected by shipowners and ratepayers Qualifications: Commissioners—residence within the borough of Londonderry or within seven miles of Corporation Hall, being owners or part owners of shipping to the extent of 100 tons register of the port, or being owners or occupiers of lands in the borough rated at not less than £50. Electors—residence as above, and being owners or part owners of shipping to the extent of 50 tons register of the port, or owners or occupiers of houses in the borough rated at not less than £20.
Lowestoft	Railway Company	9 & 10 Vict., cxxxii.; 25 & 26 Vict., ccxxiii.	—
Lynn	The Corporation	47 & 48 Vict., lxii.	—
Manchester	Ship Canal Company	48 & 49 Vict., clxxxviii.; 56 & 57 Vict.	Ten directors to be elected by the Company Eleven directors to be elected by the Manchester Corporation. On reduction of the amount borrowed from the Corporation to £2,500,000 the Corporation to appoint seven directors only, and when the whole loan has been repaid the total number of directors to be reduced to 15, of whom two are to be appointed by the Corporation.
Maryport	Harbour Commissioners	57 & 58 Vict., cvi.	The Lord of the Manor or his deputy One appointed by the Lord of the Manor. One appointed by the London and North-Western Railway Company. One appointed by the Maryport and Carlisle Railway Company. Two elected by traders, paying £10 in harbour rates. Two elected by shipowners, who have paid £10 in tonnage rates in the year. Three elected by bondholders holding at least £100 harbour securities. Two elected by the Maryport Urban District Council.
Middlesbrough	Tees Conservancy Commissione °	15 & 16 Vict., clxii.; 38 & 39 Vict., lxxxvi.	Three appointed by the Admiralty Two elected by ratepayers of Yarm. Five appointed by the Middlesbrough Corporation. Five appointed by the Stockton Corporation. Two elected by Stockton shipowners. Two elected by Stockton payers of Tees dues. Two elected by Middlesbrough shipowners. Two elected by Middlesbrough payers of Tees dues. Qualifications: Commissioners of Yarm—owning property of £1,000 value, or being rated for land, &c., at £15; other Commissioners—residence in southern division of County of Durham or North Riding of Yorkshire and having property of £1,000 in value, or being rated in their respective boroughs at £25. Electors—Shipowners owning shipping to the extent of 100 tons registered shipping of the port; payers of Tees dues—having paid £10 in Tees dues.

of the Ports of the United Kingdom—*continued.*

Members of the Authority.						Total.	If owned by Private Owners, Name of Company or Person.	Remarks.
Statutory Nominations.		Appointed by Municipal or similar Authority.	Elected by Ratepayers.	Elected by various interests.	Appointed by other constituted Authorities.			
Private Owner.	Public Authority.							
–	–	–	–	15	—	15	—	Charges as in Acts.
—	—	—	—	—	—	—	Great Eastern Railway Company.	Charges as in Act of 1865.
—	—	—	—	—	—	—	—	Corporation have power over the harbour by ancient charters, which also give power to levy rates.
—	—	11	—	—	10	21	Manchester Ship Canal Company.	Charges as in Act of 1887. Act constitutes the canal, &c., as the port and harbour of Manchester.
1	—	2	—	10	—	13	—	Charges as in Act of 1879.
—	—	10	2	8	3	23	—	Charges as in Act.

Appendix.

10th Day, No. 5—continued.

5. TABLE showing the System of Government

Port.	General Nature of Governing Body.	Principal Act constituting Authority.	Constitution of the Authority.
Milford—			
Milford Haven	Dock Company	37 & 38 Vict., lxvii.	—
New Milford	Dock Company	26 & 27 Vict., ccxix.	—
Montrose	Harbour Commissioners	41 & 42 Vict., cxv.	The Provost of Montrose The Senior Baillie of Montrose. The Sheriff of City of Forfar. Two appointed by the Town Council from among themselves. Nine merchants and shipowners elected by persons qualified to vote in municipal elections. Five Commissioners of Supply for County of Forfar elected by the County. Four appointed by the magistrates and Town Council of Brechin.
Newcastle-on-Tyne	Tyne Improvement Commissioners.	13 & 14 Vict., lxiii.; 38 & 39 Vict., xxiii.; 49 & 50 Vict., xxxiv.; 61 Vict., viii.	Four specifically named. Admiralty to appoint on death or retirement of two of them; vacancy on death or retirement of the other two not to be filled. Six appointed by the Newcastle Town Council. Two appointed by the Gateshead Town Council. Three appointed by the Tynemouth Town Council. Three appointed by the Corporation of South Shields as superseding the Improvement Commissioners. Five elected by owners of vessels of 100 tons register or who have paid Tyne dues Five elected by coalowners who have shipped at least 10,000 tons during previous year. Five elected by traders who have paid £10 Tyne dues during the previous year. One appointed by the Town Council of Jarrow. Qualification: Commissioners the same as electors.
Newhaven	Harbour Company	41 & 42 Vict., lxxi.	—
Newport (Mon.)	Harbour Commissioners	6 Will. IV., lxvi.; 52 & 53 Vict., clii.	The Mayor of Newport Twelve appointed by the Corporation. One appointed by the Newport Chamber of Commerce. Five appointed (one each) by the Lords of the Manors of Newport; Liswerry and Libeneth; Wentlooge; Rogerstone; and Preston, Traston, Milton and Llangorey. One appointed by the Tredegar Wharf Company. Two appointed by the Great Western Railway Company. Two appointed by the Alexandra Dock and Railway Company. Ten elected by owners of 20 tons registered shipping or holders of £200 stock of any shipping company in the port. Five elected by iron smelters who have shipped 2,500 tons in previous year. Eight elected by coal miners, &c., who have shipped 7,500 tons in previous year. Qualifications: Commissioners the same as electors.

of the Ports of the United Kingdom—*continued.*

Members of the Authority.						Total.	If owned by Private Owners, Name of Company or Person.	Remarks.
Statutory Nominations.		Appointed by Municipal or similar Authority.	Elected by Ratepayers.	Elected by various Interests.	Appointed by other constituted Authorities.			
Private Owner.	Public Authority.							
—	—	—	—	—	—	—	Milford Dock Company.	Charges as in Act.
—	—	—	—	—	—	—	New Milford Dock Company.	Charges as in Act.
—	3	6	—	9	5	23	—	Charges as in Act of 1894.
4	—	15	—	15	—	34	—	Charges as in Acts.
—	—	—	—	—	—	—	Newhaven Harbour Company.	Charges as in Act.
—	1	12		34	—	47	—	Charges as in Act of 1889.

Appendix.

10th Day, No. 5—continued.

5. TABLE showing the System of Government

Port.	General Nature of Governing Body.	Principal Act constituting Authority.	Constitution of the Authority.
Newry (co. Down) -	Canal and Navigation Company.	10 Geo. IV., cxxvi.; 47 & 48 Vict., cxxxviii.	—
Padstow - - -	Harbour Commissioners	7 & 8 Vict., xxiv.	The Surveyor-General of the Duchy of Cornwall. One appointed by the Duchy of Cornwall. The Lords of the Manors of Padstow and Padstow Pentrivil, Pawton and Pendevy, Withiel, Bornier, and Ide. The stewards of the Lords of the Manors of Padstow and Padstow Pentrivil, Pawton, and Bornier. Five senior directors of the Bodmin and Wadebridge Railway Company. The chairman and deputy chairman of Delabole and Rock Railway Company. The collector of Customs at Padstow. The owner of the estate of Grylls. Two appointed by Justices of the Peace of County of Cornwall. Twenty-four elected by ratepayers. Qualifications: Commissioners and Electors—residence in the parishes of Padstow, St. Minver, St. Breoke and Egloshayle, parish or borough of Bodmin, or in the parishes of Little Petherick and St. Issey, and being rated at £15 at least, or having personal property of £500.
Penzance - -	The Corporation -	46 & 47 Vict., lxxiv.	—
Peterhead - -	Harbour Trustees -	36 & 37 Vict., clvii.	The Preses of the governors of the Maiden Hospital. The proprietor of the estate of Peterhead (if more than one proprietor, a trustee to be nominated by them). The Provost of the Burgh. The factor of the hospital or of the estate. One appointed by the Town Council from among themselves. Six elected by owners of land and heritages. Three elected by shipowners of the port. Three elected by ratepayers. Qualification: Landowners—owners of property on the valuation roll of at least £10 annual value; shipowners—owners or part owners of at least 50 tons registered shipping of the port; ratepayers—payment of £20 in harbour rates in respect of goods.
Plymouth—			
Stonehouse-pool -	Improvements Company.	39 & 40 Vict., cxxxviii.	—
Sutton - - -	Harbour Company -	10 & 11 Vict., ccxcvii.	—
Cattewater - -	Harbour Commissioners	37 & 38 Vict., clxxxv.	One appointed by the Board of Trade. One appointed by the Lord High Admiral or Lords Commissioners. One appointed by the Secretary of State for War. One appointed by the Trinity House. The Duke of Bedford or a person appointed by his trustees. One appointed by the Earl of Morley or his successors. One appointed by Baron Graves or his successors. One appointed by Baron Blackford or his successors. Two appointed by the Town Council of the Borough of Plymouth. Six appointed by owners or lessees of quays, yards, storehouses and lands having frontages on the harbour. One appointed by the Marine Board of the Port of Plymouth.

of the Ports of the United Kingdom—*continued.*

Members of the Authority.						Total.	If owned by Private Owners, Name of Company or Person.	Remarks.
Statutory Nominations.		Appointed by Municipal or similar Authority.	Elected by Ratepayers.	Elected by various Interests.	Appointed by other constituted Authorities.			
Private Owner.	Public Authority.							
—	—	—	—	—	—	—	Newry Canal and Navigation Company.	Charges as in Act of 1884.
12	1	..	24	5	3	45	—	Charges as in Act of 1869.
—	—	—	..	—	—	—	—	Charges as in Act.
3	1	1	—	12	..	17	—	Charges as in Acts.
—	—	..	—	—	—	—	Stonehouse Pool Improvement Company.	Charges as in Act.
—	—	—	—	—	—	—	Sutton Harbour Improvement Company.	Charges as in Act.
1	—	2	—	9	5	17	—	Charges as in Act.

Appendix.

10th Day. No. 5—continued.

5. TABLE showing the System of Government

Port.	General Nature of Governing Body.	Principal Act constituting Authority.	Constitution of the Authority.
Poole	Harbour Commissioners.	58 & 59 Vict., lxx.	The Mayor Nine appointed by the Town Council from among themselves. Six elected by shipowners and payers of quay and harbour dues. Qualifications: Elective Commissioners—paying or a partner in a firm paying £5 in harbour rates and dues in the preceding year, or residence within 10 miles of, and being a ratepayer of Poole. Electors—Shipowners owning 50 tons registered shipping of the port on which boomage rates have been paid; ratepayers—paying £5 in harbour rates in the preceding year.
Portsmouth	Admiralty and Corporation of Portsmouth.	2 & 3 Vict., lxxii.; 31 & 32 Vict., cxxviii.	—
Preston	The Corporation	46 & 47 Vict., cxv.	—
Ramsgate	Board of Trade	24 & 25 Vict., xlvii.	—
Rochester	Conservators of the River Medway.	44 & 45 Vict., clxxiv.	The Mayor Two appointed by the Admiralty. One appointed by the proprietors of the Lower Medway navigation. Five appointed by the Rochester Town Council from among themselves. Two appointed by the Local Board. Six elected by importers, exporters, and consignees of goods.
Runcorn	Weaver Navigation Trustees.	33 Geo. II., xlix.; 10 Geo. IV., lxx.	One hundred and four persons specifically named, and their successors.
Scarborough	Harbour Commissioners.	6 & 7 Vict., xl.; 39 & 40 Vict., clxxv.	The Mayor Eleven members of the Corporation. One hundred and two persons specifically named.
Scilly	Private owner	53 & 54 Vict., xcviii.	—
Shields, North and South.	Tyne Improvement Commissioners.	—	*See* Newcastle, pp. 84–85

of the Ports of the United Kingdom—*continued.*

Members of the Authority.						Total.	If owned by Private Owners, Name of Company or Person.	Remarks.
Statutory Nominations.		Appointed by Municipal or similar Authority.	Elected by Ratepayers.	Elected by various Interests.	Appointed by other constituted Authorities.			
Private Owner.	Public Authority.							
—	1	9	—	6	—	16	—	Charges as in Act.
—	—	—	—	—	—	—	—	Charges as in Acts of 1838 and 1868.
—	—	—	—	—	—	—	—	Charges as in Act. Act transfers Ribble navigation to Mayor and Corporation.
—	—	—	—	—	—	—	—	—
—	1	7	—	6	3	17	—	Charges as in Act.
104	—	—	—	—	—	104	—	Charges as in Acts.
102	1	11	—	—	—	114	—	Charges as in Acts.
—	—	—	—	—	—	—	Dorrien Smith	Charges as in Act.
—	—	—	—	—	—	—	—	North and South Shields with Newcastle-on-Tyne, form the Tyne ports under the authority of the Tyne Improvement Commissioners.

Appendix.

10th Day, No. 5—continued.

5. TABLE showing the System of Government

Port.	General Nature of Governing Body.	Principal Act constituting Authority.	Constitution of the Authority.
Shoreham - -	Harbour Trustees -	39 & 40 Vict., ccxi.	Two appointed by the Shoreham Local Board - One appointed by the Worthing Local Board. Two appointed by the Brighton Town Council. Two appointed by the Steyning Justices of the Peace. Three elected by traders. Three elected by shipowners. Four elected by subscribers to the Harbour Trust. Qualifications:—Trustees—owning personal estate of the value of £1,000, or possessing land rated at £30 per annum. Electors—Traders who have imported or exported goods valued at £1,000; shipowners owning shipping of the port of the value of £500.
Skibbereen - -	Commissioners - -	47 & 48 Vict., ccxvi.	The trustee or trustees of the will of 1845 of Baron Carbery. One appointed by the above trustee or trustees. The chairman of the Town Commissioners of Skibbereen. Two appointed by the Town Commissioners. One appointed by the Board of Trade. The divisional officer of the coastguard. Sir H. Rixon Beeches, or any future owner of his estate. Four elected by ratepayers of Baltimore, Sherkin, Calf and Cape Clear Islands.
Sligo - - -	Harbour Commissioners	40 & 41 Vict. xxxv.	The Mayor - - - - - - - - - Two appointed by the Corporation from among themselves. Eight elected by householders. Eight elected by traders. Qualifications: Elective Commissioners—payment of £20 in rates on one piece of property or tenement. Electors—Householders occupying houses rated at £12; traders—payment of £5 in port dues.
Southampton - -	Harbour Commissioners	26 & 27 Vict., cxix.	The Recorder, Town Council, and 10 specified persons. Commissioners to appoint on vacancy caused by retirement or death of any of the 10 persons specified. Qualifications of Commissioners: payment of £30 in poor rates, and of rates as importers or exporters, or owning land, tenements, &c., within the borough, producing £50 annually, or owning personal or real estate of the value of £1,000.
Stockton-on-Tees -	Tees Conservancy Commissioners.	—	*See* Middlesbrough, pp. 82–3 - - - - -
Stornoway - -	Pier and Harbour Commissioners.	29 Vict., lxxvi.	The Lord of the Manor, or in his absence his chamberlain. Two appointed by the Lord of the Manor. Three appointed by the Municipal Commissioners in Stornoway from among themselves. One appointed by the Sheriff of the County. Qualifications of Commissioners: owning property of £10 annual value and resident in or near Stornoway, or qualified to vote at Parliamentary elections, or being householders in the borough rated at £10 and upwards.
Stranraer - -	Town Council - -	Harbour Act 1847, and Burgh Harbours Act (Scot.), 1853 (16 & 17 Vict., xciii.).	—

of the Ports of the United Kingdom—*continued.*

Members of the Authority.						Total.	If owned by Private Owners, Name of Company or Person.	Remarks.
Statutory Nominations.		Appointed by Municipal or similar Authority.	Elected by Ratepayers.	Elected by various Interests.	Appointed by other constituted Authorities.			
Private Owner.	Public Authority.							
—	—	5	—	10	2	17	—	Charges as in Act.
3	2	2	4	—	1	12	—	Charges as in Act.
—	1	2	8	8	—	19	—	Charges as in Act.
10	Recorder and town council.	—	—	—	—	10 and recorder and town council.	—	Charges as in Act.
—	—	—	—	—	—	—	—	Charges as in Act.
1	—	3	—	2	1	7	—	Charges as in Act.
—	—	—	—	—	—	—	—	Charges as in Act of 1853.

Appendix.

10th Day. No. 5—continued.

5. TABLE showing the System of Government

Port.	General Nature of Governing Body.	Principal Act constituting Authority.	Constitution of the Authority.
Sunderland - -	River Wear Commissioners.	22 & 23 Vict., lvii.	One appointed by the Admiralty - - - - The collector of customs of the Port of Sunderland. One appointed by the Corporation. Twenty-one elected by coalowners. Fifteen elected by shipowners. Nine elected by landowners. Three elected by importers and exporters. One appointed by the proprietors of the North Dock. Qualifications: Commissioners elected by coalowners, shipowners, importers and exporters, and proprietors of the North Dock—possessing land, tenements, &c., producing £200 per annum or personal estate of £6,000; by landowners—possessing lands, tenements, &c., within five miles of the river Wear within the limits of the Wear Acts, producing £200 per annum. Electors—Coalowners, shipping 10,000 tons of coal, coke or cinders per annum; shipowners—residence within 10 miles of the boundary of the borough and owners or part owners of any vessel registered as belonging to or trading from the port; importers and exporters—residence within 10 miles of the boundary of the borough and payment in the previous year of £5 in port dues.
Swansea - - -	Harbour Trustees -	17 & 18 Vict., cxxvi.	Two appointed by the Lord of Gower - - - The steward of Gower. The coroner of Gower. The chief agent of Britton-ferry. Nine appointed by the Corporation from among themselves. Twelve proprietary trustees. Qualifications: Proprietary Trustees — owning shares of the value of £2,000 in works within four miles of the river Tawe or registered owner of shipping valued at £1,000. Electors—owning or occupying works in the borough of Swansea within a distance of ¼ mile of the harbour between Forest Weir and the sea, assessed for the relief of the poor at £50 or over; payment of rates on imports and exports of not less than £5; owning shipping of the port valued at £100 and residing within five miles of the Guildhall of the borough, or being a shareholder to the extent of £1,000 in any shipping company established at or trading with Swansea and residing within five miles of the Guildhall of the borough.
Teignmouth - -	Harbour Commissioners.	16 & 17 Vict., xxxvi.	Two appointed by the Admiralty - - - - The Lord of the Manor of East Teignmouth or his nominee. The Lord of the Manor of West Teignmouth or his nominee. The owner of Stover Canal or his nominee. The owner of Hackney Canal or his nominee. Four elected by shipowners. Eight elected by harbour ratepayers. Qualifications: Ratepayers Commissioners—residence in certain parishes and possessed of real or personal estate of the value of £500, or owning property rated at £30 or upwards; remaining Commissioners—residence in the county of Devon and possessed of real or personal estate of the value of £500 or owning property rated at £30 or upwards. Electors—Shipowners, residence in certain parishes and owners or part owners of registered shipping of the port; ratepayers—payment in the previous year of £5 in harbour dues

Append x
—
10th Day
No. 5—
continued

of the Ports of the United Kingdom—*continued.*

Members of the Authority.						Total.	If owned by Private Owners, Name of Company or Person.	Remarks.
Statutory Nominations.		Appointed by Municipal or similar Authority.	Elected by Ratepayers.	Elected by various Interests.	Appointed by other constituted Authorities.			
Private Owner.	Public Authority.							
—	1	1	—	49	1	52	—	Charges as in Acts of 1859 and 1877.
2	1	9	—	14	—	26	—	Charges as in Act.
4	—	—	—	12	2	18	—	Charges as in Schedule to Act.

Appendix.

10th Day, No. 5—continued.

5. TABLE showing the System of Government

Port.	General Nature of Governing Body.	Principal Act constituting Authority.	Constitution of the Authority.
Tralee - - -	Harbour Commissioners	43 & 44 Vict., lxxxv.; 51 & 52 Vict., clxx.	The Chairman of the Tralee Union - - - - - The Chairman of Tralee Town Commissioners. One appointed by Board of Trade. Three appointed by the Directors of the Tralee and Fenit Railway Company from among themselves or the shareholders of the Company. Two who have paid dues on the largest number of tons (not less than 5,000) of merchandise imported or exported or partly both into or from the harbour. Three appointed by importers and exporters of 2,000 tons and upwards in the previous year.
Troon (Ayr) - -	Private Owner - -	48 Geo. III., xlvii.	——
Waterford - -	Harbour Commissioners	9 & 10 Vict., ccxcii.	The Directors-General of the Inland Navigation of Ireland. Seven appointed by the Corporation from among themselves. Twelve appointed by the Waterford Chamber of Commerce from among themselves. Five merchants and inhabitants of Clonmel rated at £25 to the poor. Qualifications: Commissioners—owning real or personal property valued at £800 or occupiers of premises in the previous year rated for the relief of the poor at £25 or over, situated in the City of Waterford or Town of Clonmel.
Westport - -	Harbour Commissioners	16 & 17 Vict., clxxxv.	The Collector of Customs of Westport - - - - The Inspecting Commander of Coastguards for Clew Bay. Lloyd's agent at Westport. Twelve elected by ratepayers. Qualifications: Elective Commissioners—residence in County Mayo, and ratepayers to the extent of at least £20 per annum, or owning lands of the annual value of £100, or possessed of personal estate of £1,000 or owners of shipping trading from the port of the value of £300 Electors—qualified to vote at Parliamentary County Elections, and ratepayers to the extent of at least £12 per annum, or owning lands of the annual value of £20.
Wexford - - -	Harbour Commissioners	37 & 38 Vict., xl.; 50 Vict., ix.	The Mayor - - - - - - - - - - - One appointed by the Corporation from among themselves. Two appointed by the Board of Trade. Six elected by shipowners. Six elected by Parliamentary electors. Qualifications: Commissioners—residence in the Town of Wexford and ratepayers to the extent of at least £20 per annum, or owning real or personal estate of £500. Board of Trade representatives to reside within 10 miles of the Court House of Wexford. Electors—qualified to vote at Parliamentary Elections for south division of County Wexford, and residing within the municipal Borough of Wexford, or owning 30 tons registered shipping of the port.
Weymouth - -	Town Council - -	17 & 18 Vict., xxxv.; 50 & 51 Vict. cliii.	——
Whitby - - -	Harbour Trustees -	42 & 43 Vict., xix.	The Lord of the Manor of Whitby - - - - Four appointed by the Local Board. One appointed by the Guardians. Two appointed by the Board of Trade. One appointed by the Directors of the North Eastern Railway Company. Four elected by registered shipowners. Qualifications: Trustees—owning lands of the annual value of £25, or personal estate of the value of £500. Electors—owners or part owners of at least 30 tons registered shipping of the port.

of the Ports of the United Kingdom—*continued.*

Members of the Authority.						Total.	If owned by Private Owners, Name of Company or Person.	Remarks.
Statutory Nominations.		Appointed by Municipal or similar Authority.	Elected by Ratepayers.	Elected by various Interests.	Appointed by other constituted Authorities.			
Private Owner.	Public Authority.							
—	2	—	—	8	1	11	—	Charges as in Schedule to Act.
—	—	—	—	—	—	—	Duke of Portland.	Charges as in Act.
—	The Directors-General of Inland Navigation.	7	5	12	—	24 and the Directors-General of Inland Navigation.	—	Charges as in Act.
1	2	—	12	—	—	15	—	Charges as in Act.
—	1	1	6	6	2	16	—	Charges as in Act of 1874.
—	—	—	—	—	—	—	—	Charges as in Act.
1	—	5	—	5	2	13	—	—

Appendix. — 10th Day, No. 5— continued.

5. TABLE showing the System of Government

Port.	General Nature of Governing Body.	Principal Act constituting Authority.	Constitution of the Authority.
Whitehaven	Town and Harbour Trustees.	22 Vict., xiv.; 48 & 49 Vict., cxxv.	Lord of the Manor of St. Bees Five appointed by the Lord of the Manor. Fifteen elected by shipowners, shipmasters, and ratepayers (jointly). Qualifications: Elective Trustees –residence within seven miles of the Parliamentary borough of Whitehaven. Electors—Masters of vessels registered at the port; owners of 4-64ths of such vessels; ratepayers to the extent of at least £6 per annum. All electors to reside in the Parliamentary borough of Whitehaven.
Wick	Harbour Trustees	42 & 43 Vict., cxlix.	The proprietor of the Barony of Hempriggs, or in his absence the factor of the Barony of Hempriggs. The factor to live within three miles of, or have his place of business in the burgh. The Provost of the Burgh. One appointed by the British Fisheries Society. Two appointed by the Commissioners of supply for the County of Caithness from among themselves. Two appointed by the Council of the Burgh from among themselves. Three appointed by the Commissioners of Pulteney Tower from among themselves. Three elected by landowners. Three elected by shipowners. Three elected by ratepayers. Qualifications: Trustees and Electors—landowners owning land of the annual value of £10.; shipowners residing or having their places of business within the Parliamentary burgh, and owners or part owners of at least 50 tons registered shipping of the port; ratepayers paying £5 in harbour rates; residence to be the same as for shipowners.
Wigtown	Town Council	—	——
Wisbech	The Corporation	52 & 53 Vict., cxxxvii.	——
Yarmouth	Harbour Commissioners	29 & 30 Vict., ccxlvii.	Two appointed by the Corporation of Great Yarmouth. Three appointed by the Corporation of Norwich. Three appointed by the Norfolk Justices of the Peace. Three appointed by the Suffolk Justices of the Peace. One elected by shipowners and ratepayers. One elected by fishowners and fish ratepayers. Qualifications: Commissioners owning real or personal estate (or both) of £1,000, or owners or part owners of shipping to the extent of 200 tons, or who have paid rates to the extent of £50 in the preceding year. Electors—Fishowners and shipowners owning fishing boats or vessels respectively; ratepayers and fish ratepayers who have paid rates to the extent of £10 in the preceding year.

of the Ports of the United Kingdom—*continued.*

Members of the Authority.						Total.	If owned by Private Owners, Name of Company or Person.	Remarks.
Statutory Nominations.		Appointed by Municipal or similar Authority.	Elected by Ratepayers.	Elected by various Interests.	Appointed by other constituted Authorities.			
Private Owner.	Public Authority.							
1	—	—	—	20	—	21	—	Charges as in Act.
1	1	5	3	7	2	19	—	Charges as in Act.
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	Charges as in Schedule to Act.
—	—	5	—	2	6	13	—	Charges as in Schedule to Act.

Appendix.

10th Day, No. 6.

6. TABLE showing the SHIPPING ENTERED at the PORT of HAMBURG.

(Handed in by Mr. G. L. Gomme on the Tenth Day. See Question 3360.)

(From "Hamburg's Handel und Schiffahrt, 1899," compiled by the Trade Statistical Bureau of Hamburg, table 21.)

Year.	Steam Vessels.				Sailing Vessels.				TOTAL.		Average tonnage per Ship.
	With cargoes.		In ballast or empty.		With cargoes.		In ballast or empty.				
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	
1791	—	—	—	—	- -	1,504	vessels	- -	1,504	—	—
1792	—	—	—	—	- -	1,700	„	- -	1,700	—	—
1793	—	—	—	—	- -	1,455	„	- -	1,455	—	—
1794	—	—	—	—	- -	1,820	„	- -	1,820	—	—
1795	—	—	—	—	- -	2,107	„	- -	2,107	—	—
1796	—	—	—	—	- -	1,919	„	- -	1,919	—	—
1797	—	—	—	—	- -	1,869	„	- -	1,816	—	—
1798	—	—	—	—	- -	2,005	„	- -	2,005	—	—
1799	—	—	—	—	- -	1,906	„	- -	1,906	—	—
1800	—	—	—	—	- -	1,895	„	- -	1,895	—	—
1801	—	—	—	—	- -	2,177	„	- -	2,177	—	—
1802	—	—	—	—	- -	2,108	„	- -	2,108	—	—
1803	—	—	—	—	- -	1,615	„	- -	1,615	—	—
1814	—	—	—	—	- -	1,301	„	- -	1,301	—	—
1815	—	—	—	—	1,923	—	80	—	2,003	144,891	72
1816	—	—	—	—	2,159	—	70	—	2,230	170,995	77
1817	—	—	—	—	2,061	—	182	—	2,243	170,795	76
1818	—	—	—	—	2,126	—	150	—	2,276	173,857	76
1819	—	—	—	—	1,825	—	140	—	1,965	160,711	82
1820	—	—	—	—	2,109	—	118	—	2,227	177,505	80
1821	—	—	—	—	- -	2,008	vessels	- -	2,008	161,066	80
1822	—	—	—	—	- -	1,878	„	- -	1,878	160,612	86
1823	—	—	—	—	- -	1,995	„	- -	1,995	175,959	88
1824	—	—	—	—	- -	2,144	„	- -	2,144	185,483	87
1825	12	—	—	—	1,988	—	432	—	2,432	201,350	83
1826	46	—	1	—	1,913	—	409	—	2,369	198,827	84
1827	46	—	—	—	1,959	—	322	—	2,327	194,402	84
1828	83	—	—	—	2,109	—	325	—	2,517	199,444	79
1829	91	—	1	—	1,926	—	375	—	2,393	207,232	87
1830	84	—	—	—	2,355	—	338	—	2,777	251,773	91
1831	77	—	—	—	1,933	—	337	—	2,347	223,443	95
1832	123	—	3	—	2,218	—	419	—	2,763	244,721	89
1833	150	—	2	—	2,044	—	538	—	2,734	231,869	85
1834	202	—	2	—	2,100	—	216	—	2,520	227,763	90
1835	259	—	6	—	2,088	—	177	—	2,530	235,768	93
1836	295	—	8	—	1,992	—	202	—	2,497	248,485	100
1837	290		10	—	2,114	—	187	—	2,601	262,129	101
1838	252	—	20	—	2,219	—	209	—	2,700	283,779	105
1839	331	—	15	—	2,338	—	255	—	2,939	309,973	105
1840	335	82,462	8	832	2,307	234,707	287	18,646	2,937	336,647	115
1841	308	75,686	2	299	2,582	275,972	302	19,847	3,194	371,804	116
1842	342	90,051	4	878	2,759	285,362	225	14,282	3,330	390,573	117
1843	327	91,494	9	2,837	3,082	297,880	120	8,251	3,538	400,462	113
1844	298	86,892	9	2,347	2,768	260,694	185	13,293	3,260	363,226	111
1845	294	86,008	1	241	3,388	336,265	307	15,804	3,990	438,318	110
1846	360	102,109	1	169	3,113	300,223	305	16,046	3,779	418,547	111
1847	401	118,822	9	2,707	3,470	336,793	298	15,595	4,178	473,917	114
1848	376	111,461	7	2,018	2,629	308,251	292	23,497	3,304	445,227	135
1849	380	117,021	13	3,028	2,784	282,987	282	20,176	3,459	423,212	123
1850	530	167,616	5	1,021	3,208	351,385	351	27,925	4,094	547,947	133
1851	597	177,122	10	1,737	3,206	353,766	356	25,778	4,169	558,403	133
1852	721	208,640	4	1,049	3,316	380,973	399	40,610	4,440	631,272	143
1853	643	182,318	10	2,781	2,908	324,090	613	48,431	4,174	557,620	133
1854	806	236,780	13	2,948	3,336	369,674	741	68,676	4,896	678,078	138
1855	787	229,297		5,552	3,183	411,017	595	49,388	4,593	695,254	151

Appendix, 10th Day, No. 6—continued

6. TABLE showing the Shipping Entered at the Port of Hamburg—*continued.*

Year.	Steam Vessels.				Sailing Vessels.				TOTAL.		Average tonnage per Ship.
	With cargoes.		In ballast or empty.		With cargoes.		In ballast or empty.				
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	
1856	1.087	345,006	32	7,857	3,371	469,001	711	57,679	5,201	879,543	169
1857	1,200	404,595	35	10,726	3,106	447,748	726	74,806	5,067	937,875	184
1858	982	340,060	32	12,521	2,896	429,584	454	46,330	4,364	828,495	190
1859	1,054	369,007	29	13,063	2,926	413,788	545	52,443	4,554	848,301	186
1860	1,161	414,754	54	18,790	2,979	435,503	835	77,107	5,029	946,154	188
1861	1,158	427,129	49	16,945	3,267	466,882	745	81,463	5,219	992,419	190
1862	1,196	442,312	33	14,213	3,227	444,341	627	74,000	5,083	974,866	192
1863	1,379	519,147	54	17,577	3,353	461,261	757	84,748	5,543	1,082,736	195
1864	1,361	544,687	61	8,505	2,836	418,059	754	77,045	5,012	1,048,296	203
1865	1,539	648,459	98	23,641	2,970	472,457	579	78,846	5,186	1,223,403	235
1866	1,764	792,484	140	57,861	2,590	391,205	691	86,123	5,185	1,327,673	257
1867	1,909	913,919	98	45,822	2,478	395,566	570	75,776	5,055	1,431,082	283
1868	2,072	1,019,023	78	31,711	2,525	388,307	622	93,624	5,297	1,532,665	284
1869	2,104	1,084,621	81	34,762	2,410	397,252	597	87,177	5,192	1,603,812	309
1870	1,910	1,008,363	39	16,890	1,743	295,130	452	69,406	4,144	1,389,789	336
1871	2,390	1,291,263	68	23,479	2,297	494,839	684	77,924	5,439	1,887,505	347
1872	2,674	1,475,280	75	19,950	2,511	506,468	653	79,214	5,913	2,080,912	352
1873	2,467	1,384,586	67	16,320	2,142	386,642	594	99,509	5,270	1,887,057	358
1874	2,588	1,609,687	73	31,797	2,011	382,003	553	70,615	5,225	2,094,102	401
1875	2,667	1,665,462	72	17,977	1,913	357,913	608	76,470	5,260	2,117,822	403
1876	2,821	1,699,392	95	24,033	1,965	438,345	552	66,392	5,433	2,228,162	410
1877	2,824	1,682,896	134	49,564	1,841	427,269	674	74,200	5,473	2,233,929	408
1878	2,787	1,696,498	185	71,369	1,667	427,848	669	77,627	5,308	2,273,342	428
1879	2,948	1,853,975	220	104,723	1,952	473,404	551	60,803	5,671	2,492,905	440
1880	3,150	2,069,205	237	111,779	1,965	495,731	672	90,091	6,024	2,766,806	459
1881	3,150	2,151,554	232	104,819	1,987	473,538	606	75,694	5,975	2,805,605	470
1882	3,331	2,306,952	273	130,714	1,954	514,805	631	78,438	6,189	3,030,909	490
1883	3,576	2,576,235	363	151,384	1,811	547,740	602	76,311	6,352	3,351,670	528
1884	3,897	2,862,829	390	169,820	1,984	617,518	573	77,557	6,844	3,727,724	545
1885	4,101	2,924,825	377	172,105	1,755	518,820	557	88,362	6,790	3,704,112	546
1886	4,293	3,027,427	361	176,199	1,627	499,528	632	88,838	6,913	3,791,992	549
1887	4,416	3,147,660	357	139,492	1,922	549,644	613	83,438	7,308	3,920,234	536
1888	4,769	3,493,052	445	228,642	1,748	557,427	562	76,390	7,524	4,355,511	579
1889	5,290	3,939,382	482	267,031	1,657	530,316	650	73,163	8,079	4,809,892	595
1890	5,409	4,309,609	495	305,278	1,569	505,718	703	82,220	8,176	5,202,825	636
1891	5,676	4,733,646	627	349,477	1,692	577,011	678	102,235	8,673	5,762,369	664
1892	5,454	4,643,391	674	336,090	1,721	559,653	720	99,876	8,569	5,639,010	658
1893	5,704	4,944,211	695	344,214	1,635	499,360	758	98,593	8,792	5,886,378	670
1894	5,789	5,269,491	714	311,824	1,682	542,821	980	104,685	9,165	6,228,821	680
1895	6,083	5,214,678	763	344,919	1,700	598,766	897	96,130	9,443	6,254,493	662
1896	6,633	5,290,735	864	388,807	1,826	653,293	1,154	112,332	10,477	6,445,167	615
1897	6,873	5,624,868	964	410,828	1,855	545,807	1,481	126,567	11,173	6,708,070	600
1898	7,190	6,164,485	1,017	384,965	2,171	612,882	2,145	191,786	12,523	7,354 118	587
1899	7,346	6,455,958	1,104	406,484	2,505	724,297	2,357	179,211	13,312	7 765 950	583

Appendix.

10th Day, No. 7.

7. TABLE showing the WEIGHT and VALUE of IMPORTS into the PORT of HAMBURG.

(*Handed in by Mr. G. L. Gomme on the Tenth Day. See Question 3360.*)

(From "Hamburgs Handel und Schiffahrt," 1899, table 47.)

Year.	Weight.	Ratio to first Year (1850).	Value.	Ratio to first Year (1850).
	dz.		*marks.*	
1850	5,567,309	100	253,648,900	100
1851	5,732,702	103	261,652,460	103
1852	6,210,802	112	263,732,820	104
1853	5,539,152	99	266,395,830	105
1854	5,799,770	104	311,333,660	123
1855	7,105,368	128	344,004,150	136
1856	8,781,564	158	409,152,840	161
1857	8,493,408	153	417,812,820	165
1858	8,292,560	149	312,458,600	123
1859	8,206,563	147	333,777,730	132
1860	8,477,384	152	381,536,790	150
1861	8,722,408	157	376,843,790	149
1862	8,752,432	157	408,045,170	161
1863	9,527,461	171	481,260,590	190
1864	9,521,293	171	527,876,850	208
1865	10,879,029	195	517,334,370	204
1866	10,229,187	184	483,975,470	191
1867	11,509,986	207	562,889,270	222
1868	12,196,905	219	590,044,290	233
1869	14,242,930	256	656,254,230	259
1870	13,078,670	235	513,692,710	203
1871	20,122,398	361	804,794,550	317
1872	21,379,038	384	952,550,410	376
1873	18,219,354	327	887,520,760	350
1874	18,842,250	338	901,263,050	355
1875	20,076,347	361	893,091,130	352
1876	22,096,773	397	857,578,740	338
1877	20,673,999	371	861,880,480	340
1878	20,716,107	372	838,747,740	331
1879	23,128,523	415	853,591,070	337
1880	24,969,501	449	894,522,650	353
1881	26,005,262	467	905,238,760	357
1882	26,941,074	484	908,074,510	358
1883	29,873,928	537	979,269,490	386
1884	33,197,138	596	1,008,822,240	398
1885	31,636,447	568	933,032,130	368
1886	32,481,575	583	936,822,140	369
1887	34,524,570	620	1,049,083,260	414
1888	38,844,224	698	1,114,906,790	440
1889	46,016,434	827	1,245,580,760	491
1890	50,069,666	899	1,376,928,760	543
1891	54,251,889	974	1,521,398,590	600
1892	54,907,741	986	1,489,180,290	587
1893	54,963,151	987	1,556,879,130	614
1894	59,974,209	1,077	1,566,058,790	617
1895	63,690,362	1,144	1,661,433,100	655
1896	71,038,625	1,276	1,713,071,090	675
1897	80,666,618	1,449	1,790,833,360	706
1898	88,951,783	1,598	2,014,870,140	794
1899	91,780,734	1,649	1,984,450,750	782

10 dz. = 1 ton. 20 marks = £1.

8. TABLE showing the SHIPPING entered at AMSTERDAM.

(*Handed in by Mr. G. L. Gomme on the Tenth Day. See Question 3362.*)

(From "Verslag over den toestand van Handel, Scheepvaart en Nijverheid in 1899," p. 137.)

Year.	Number	Tonnage.		Year.	Number	Tonnage.	
		duizend m³.				*duizend m³.*	
1884	1,698	2,828	net.	1892	1,632	4,554	gross.
1885	1,635	2,853		1893	1,558	4,515	
1886	1,576	2,692		1894	1,666	4,986	
1887	1,600	3,693	gross.	1895	1,676	4,988	
1888	1,576	3,824		1896	1,848	5,577	
1889	1,642	3,964		1897	1,940	6,153	
1890	1,675	4,200		1898	1,871	6,076	
1891	1,723	4,576		1899	2,024	7,004	

9. TABLE showing the SHIPPING entered at the PORT of ROTTERDAM, and WEIGHT of MERCHANDISE IMPORTED.

(*Handed in by Mr. G. L. Gomme on the Tenth Day. See Question 3362.*)

(From "Le Port de Rotterdam," by H. A. Van Ijsselsteyn, Engineer, Sub-Director of Works of the City of Rotterdam, page 95.)

Year.	Shipping entered.		Weight of Merchandise Imported (after deducting Lime, Coal, Stone, &c.).	Year.	Shipping entered.		Weight of Merchandise Imported (after deducting Lime, Coal, Stone, &c.).
	Number.	Tonnage.			Number.	Tonnage.	
			In 1,000 kilos. = ·984 ton.				In 1,000 kilos. = ·984 ton.
1850	1,940	346,186	—	1893	4,631	3,566,170	4,624,528
1860	2,449	673,839	—	1894	5,109	4,143,403	5,358,349
1870	2,973	1,026,348	—	1895	5,199	4,177,478	5,819,158
1880	3,456	1,681,650	—	1896	5,904	4,951,560	7,057,642
1890	4,535	2,918,425	—	1897	6,212	5,409,417	7,839,861
1891	4,467	3,008,799	3,904,765	1898	6,373	5,751,393	8,449,529
1892	4,423	3,120,698	3,934,564	1899	6,890	6,323,072	—

10. TABLE showing the GROWTH of POPULATION at ROTTERDAM from 1830 to 1900.

(*Handed in by Mr. G. L. Gomme on the Tenth Day. See Question 3362.*)

(From "Le Port de Rotterdam," by H. A. Van Ijsselsteyn, Engineer, Sub-Director of Works of the City of Rotterdam, page 15.)

Year.	Population of Rotterdam.	Year.	Population of Rotterdam.
1st Jan. 1830	72,294	1st Jan. 1893	222,233
„ 1840	78,098	„ 1894	228,597
„ 1850	90,073	„ 1895	234,916
„ 1860	106,122	„ 1896	276,337
„ 1870	116,232	„ 1897	286,105
„ 1880	148,102	„ 1898	298,433
1890	201,858	„ 1899	309,309
„ 1891	209,136	„ 1900	319,866
„ 1892	216,679		

Appendix.
10th Day,
No. 11.

11. TABLE showing the SHIPPING entered at the PORT of ANTWERP.

(Handed in by Mr. G. L. Gomme on the Tenth Day. See Question 3362.)

[From "Anvers Port de Mer" (Report of the City Engineer and others to the Burgomaster of Antwerp), Appendix, p. 35.]

Year.	Sailing Vessels.			Steam Vessels.			Total Tonnage.			Tonnage per Ship.
	Number.	Tonnage.	Tonnage per Ship.	Number.	Tonnage.	Tonnage per Ship.	Number.	Tonnage.		
1870	2,377	611,979	257	1,745	774,904	444	4,122	1,386,883	(a)	336
1871	3,065	765,125	249	2,099	1,058,990	504	5,164	1,824,115		353
1872	1,974	559,102	283	2,219	1,082,551	488	4,193	1,641,653		392
1873	2,182	650,533	298	2,615	1,411,703	539	4,797	2,062,236		430
1874	1,929	614,433	318	2,618	1,517,729	579	4,547	2,134,162		469
1875	1,634	532,682	326	2,717	1,652,734	608	4,351	2,185,416		502
1876	1,534	546,978	356	3,016	1,980,719	656	4,550	2,527,697		556
1877	1,532	558,261	364	2,925	1,941,221	663	4,457	2,499,482		561
1878	1,538	610,582	397	3,045	2,169,374	712	4,583	2,779,956		607
1879	1,356	620,290	450	2,892	2,287,721	791	4,248	2,908,011		685
1880	1,468	612,991	417	3,158	2,504,763	792	4,626	3,117,754		674
1881	1,147	515,287	448	2,963	2,423,194	818	4,110	2,938,481		715
1882	1,149	507,772	442	3,292	2,945,522	894	4,441	3,453,294		778
1883	989	417,860	422	3,700	3,440,074	929	4,689	3,857,934		823
1884	935	557,698	596	3,874	3,544,365	915	4,809	4,102,063		853
1884	935	477,481	511	3,874	3,034,365	783	4,809	3,512,040	(b)	730
1890	653	260,365	399	4,389 (c)	4,340,549	989	5,042	4,600,914		913
1896	473	218,969	463	5,008	5,738,779	1,146	5,481	5,957,748		1,087
1897	459	210,857	460	5,194	6,105,063	1,175	5,653	6,315,920		1,116

(a) This is according to the old Belgian system of tonnage.
(b) According to the new system of tonnage (Moorson's system) adopted since 1st January, 1894.
(c) In these years the figures include number and tonnage of steamers from the interior; when these are deducted the figures will be:—

	Number.	Tonnage.		Number.	Tonnage.
1884	3,184	2,922,367	1896	4,478	5,636,142
1890	3,879	4,257,333	1897	4,647	6,004,693

[From "Mouvement du Port d'Anvers pendant l'Année 1899" (official).]

Years.	Sailing Vessels.		Steam Vessels.		Totals.		Tonnage per Ship.
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	
1890	653	260,365	3,879	4,257,333	4,532	4,517,698	999
1891	688	292,541	3,773	4,400,697	4,461	4,693,238	1,052
1892	565	247,074	3,756	4,253,017	4,321	4,500,091	1,042
1893	546	238,282	3,872	4,453,929	4,418	4,692,211	1,062
1894	569	281,555	4,071	4,727,428	4,640	5,008,983	1,080
1895	521	259,034	4,132	5,104,535	4,653	5,363,569	1,152
1896	473	218.969	4,478	5,636,142	4,951	5,855,111	1,183
1897	459	210,857	4,647	6,004,693	5,106	6,215,550	1,217
1898	475	266,497	4,723	6,149,004	5,198	6,415,501	1,234
1899	483	280,886	4,937	6,561,277	5,420	6,842,163	1,262

12. FORM of CONTINENTAL STEAM BILL OF LADING AUTHORISED by the LONDON DIRECT SHORT SEA TRADERS' ASSOCIATION.

(Handed in by Mr. R. Cattarns on the Tenth Day. See Question 3400.)

SHIPPED in apparent good order and condition by

on board the Steamship or Vessel called the

and now lying in this Port and bound for

with liberty to deviate in any direction and to call and/or receive and/or land Coals, Cargo and/or Passengers at any Port or Ports, in or out of the customary route or Geographical rotation, and with liberty to be towed in all situations, to sail with or without Pilots, and to tow and assist Vessels at all times without any responsibility whatsoever resting on the shipowners on the ground of deviation, delay, or consequences thereof.

being marked and numbered as in the margin, with liberty to tranship the said goods or specie on board any other Craft or Steamer, and to be delivered subject to the exceptions and conditions herein mentioned, either into Lighter or on the Quay at Master's option, where the ship's responsibility shall cease at the port of

unto or to his or their Assigns, Freight payable

Ship lost or not lost, at

_____ Shillings and _____ Pence Sterling per ton Gross Weight
_____ Pence Sterling per Cubic Foot } With per cent. Primage.
_____ Shillings and _____ Pence Sterling

and average accustomed, as per York-Antwerp Rules, 1890, and Disbursements £_____ as per margin.

The following are the exceptions and conditions above referred to :—

1. The Act of God, the Queen's Enemies, Pirates, Robbers, Restraint of Princes, Rulers and People, Lockouts, Strikes or Combinations afloat or ashore, at home or abroad, Vermin, Jettison, Barratry and Collision, Fire on Board, in Hulk, or Craft, or on Shore, Stranding and all Accidents, Loss, and Damage, whatsoever, from defects in Hull, Tackle, Apparatus, Machinery, Boilers, Steam and Steam Navigation, or from Perils of the Seas, Ports, Harbours, Canals and Rivers, or from any Act, Neglect, or default, whatsoever, of the Pilot, Master, Officers, Engineers, Crew, Stevedores, Servants or Agents of the Owners, in the management, loading, stowing, discharging or navigation of the Ship or other Craft, or otherwise, and the Owners being in no way liable for any consequences of the causes before mentioned.

2. The Ship, her Owners or Master, are not liable (as regards pilferage, negligence, or otherwise) for any loss, breakage, damage or injury in respect of Animals, Coin, Jewellery, Pictures, Statuary, China, Earthenware, Glass Looking Glass or Glass Ware of any description, Plate, Baggage, Private Effects, and Furniture, and similar articles of value unless previous arrangements in writing have been made. All Glass, Looking Glass, Glass Ware or Glass or Earthenware Goods of any description are carried at Shipper's risk.

3. Weight, Contents, Measure, Number, Quantity, Quality and value unknown, and not answerable for Leakage, Ullage, Spiles, Lighterage, Breakage, Rust, Breakage of Seals, Torn Wrappers, Corruption, inherent Deterioration, Stained, Repaired, or insufficient Packages, Damage by Sweating, or contact with other Goods, Rain, or incorrectness, illegibility, obliteration or insufficiency in the marks or numbers, or quality marks or numbers. The Goods to be taken from the Ship by the Consignees as soon after arrival as the Vessel is in a discharging berth, during day and night Sundays and Holidays, at Ship's option, without interruption, or the same may be transhipped into Lighters, and/or Landed on the Quays, and/or Warehoused, all at the expense and risk of the Owners of such Goods. Demurrage of the Steamer when incurred shall be charged and paid at the rate of 4*d.* per gross registered ton per day or part of a day, unless otherwise agreed in writing.

4. The receiver of the Goods mentioned in this Bill of Lading shall cause a proper tally to be kept of the same as they come out of the Steamer, and a receipt given to the Officers of the Ship for the Goods before removing barges or goods from alongside. The Captain and Owners of the Vessel shall not be liable for any claim whatever, unless the same, or notice thereof, be made or given in writing before the craft or the goods leave the Ship's side, when, in case of damage or dispute, a survey or recount may be held. The cost to be borne by whoever is found to be in error.

5. Machinery and all heavy weights are only accepted to be put on board and taken out at Merchant's risk and expense, defect of gear or negligence of Shipowner's Servants, Agents, or Stevedores notwithstanding. In the event of damage arising, attributable to the said heavy lift, and/or resulting from error in description, weight or otherwise, the Owners and/or Shippers, and/or the Goods shall be liable therefor.

6. All Goods immediately they are discharged from the Steamer shall be entirely at the risk of the Consignees, any custom or practice of the Port to the contrary notwithstanding.

7. The Goods may, at Ship's option and Merchant's risk, be weighed and examined at the place of discharge, and if the weight and/or description on the Bill of Lading be incorrectly stated, the cost of weighing and examination will be added to the freight, and be payable before delivery of the Goods, and double freight may be charged, and if so charged shall be payable and the Goods be subject to a lien for the same accordingly.

8. Goods shipped as one parcel to be delivered in same way, and if on deck, are so shipped at Merchant's risk.

9. In the event of Quarantine, Lockouts, Labour Strikes or Combinations, afloat or ashore, or Ice, or in case of riot, tumult, anticipated disturbances, or War (Great Britain being a belligerent or otherwise), blockade or interdict, of the port of discharge, or if the entering of or discharging in the port shall be considered by the Master unsafe, the Goods may, at the Master's discretion, be discharged on to Quay or into Quarantine Depot, Hulk, Lighter, or other Vessels necessary for the Ship's despatch at the Consignee's risk and expense, or, should this be impracticable, or the Vessel not admitted, the Master to have the option, and is hereby authorised, to land the Cargo at the Port which in the Master's judgment shall be most fit and convenient, at the risk and expense of the Consignees where the Ship's responsibility shall cease, and this contract be accomplished.

10. In the event of transhipment or forwarding on, it is agreed that the clauses, conditions, and restrictions of the Ship or other conveyance by which the Goods are forwarded to destination, are included in this Contract in addition to but not in substitution for the clauses hereof and all Stamps, Duties and Charges are to be paid by the Owner of the Goods.

Appendix.

10th Day, No 12—continued.

11. It is agreed that the exercise by the Shipowners or their Agents of reasonable care and diligence in connection with the Ship, her tackle, machinery, and appurtenances shall be considered a fulfilment of every duty, warranty or obligation, and whether before or after the commencement of the said voyage.

12. The Shipowner and/or the Carrying Contractor shall have a lien upon the Goods for all Freight, Through Carriage Expenses, Lighterage, Wharfage, Warehousing, Railway, Cartage, Agency, and other Charges, Expenses, and Damages for which the Goods or the Shippers or the Consignees, or the Owners thereof, are liable under this Bill of Lading, and such lien shall remain notwithstanding the Goods have been landed, stored, or otherwise dealt with whether under statutory authority or otherwise.

13. Ship free in case of mortality. The Shipowners will not be liable in any event in the case of Goods damaged, or otherwise, for any amount exceeding the net cost of the same, or for any loss arising from suffocation or other causes, occurring to Horses, Dogs, Cattle, and other animals, or from the kicking, plunging, or viciousness of the same in transit, nor for any damage from shipping or landing, or while in the possession of the Owner or his Agents before or after the Voyage from whatever cause they may remain in such possession. No Officer or Servant of the Shipowners has authority to dispense with or vary these Conditions, or any of them. And for the purposes of the Contract the values of the undermentioned animals are to be taken as not exceeding:—For Horses, £50; for neat Cattle, £15; and for Sheep, Pigs, and Dogs, £2 each.

14. The Owners are at liberty once or oftener to tranship and to carry the said Goods to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships, either belonging to themselves or to other persons, proceeding by any route, however circuitous, and whether directly or indirectly, to such Port, and in so doing to carry the Goods from or beyond their Port of Destination, and to tranship or land and store the Goods at any Port or Place either on shore or afloat, and re-ship and forward the same as and when they may think fit, either by land or water, at the Owner's expense, but at Merchant's risk.

15. All fines and expenses or losses by detention of Vessel or Cargo caused by incorrect or insufficient marking of the package, or by incomplete or incorrect description or weight (or any other particulars, certificates, or documents required by the Authorities at the Port of Shipment or Delivery) either upon the packages or the Bill of Lading, or otherwise, shall be paid by the Shippers or Consignees of the Goods.

16. If Chemicals, Liquids, or other Goods of a dangerous or damaging nature are shipped without being previously declared and arranged for, they are liable upon discovery to be thrown overboard; any loss or damage to the Ship or Cargo, or to any person or interest whatsoever, shall be borne and be paid by the Shippers, Consignees, or Owners of such Goods to the person to whom such loss or damage may be caused.

17. In cases of through carriage, or when Land Carriage, Shipping, Landing, Lighterage, &c., or Transhipping is effected by or at the cost of the Shipowners, it is so done at the risk of the Owner of the Goods, and neither the Shipowners, the Wharfingers, the Barge-Owners, nor Lightermen are responsible for the risks of Lighterage, or of a Common Carrier, or of an Insurer, or negligence of servants, or for Lockouts, Strikes, or Combinations, afloat or ashore, at home or abroad, or delays, or the consequences thereof, Fire afloat or ashore, damage by Vermin, Wharfage, or any insurable risk, and if through Goods are landed at a different Port the extra cost and risk attending discharge, carriage, &c., and otherwise, shall be a charge upon the Goods, and be borne by the Consignees. Shipowners are not liable for loss or damage to the Goods when not actually on board the above Vessel, nor for detention or delay in forwarding on or in respect of out-shipping, or otherwise. The "Through" Rate is made for the convenience of the Shipper, and the liability of each Carrier to whom the Goods may be entrusted is limited and defined by his conditions of carriage, or otherwise.

18. Each package must be specially marked by the Shippers before shipment with the name of the Port of Destination in letters not less thon two inches long (in default of which the Ship is not to be liable for incorrect delivery).

IN WITNESS whereof the Master or Agent of the said Vessel hath affirmed to Bills of Lading, exclusive of the Master's Copy, all of this tenor and date, one of which Bills being accomplished the others to stand void.

Dated in London_____190 _____Master.

13. List of Members of The London Direct Short Sea Traders' Association, showing the Number of Ships and Tonnage belonging to each Member.

(*Handed in by Mr. R. Cattarns on the Tenth Day. See Question 3400.*)

Members.	Number of Ships.	Ships' Tonnage.
General Steam Navigation Company, Limited	45	45,616
Olaf, Melin and Sons	7	14,000
Holland Steamboat Company	4	6,650
Tees Union S.S. Company, Limited	2	1,994
Little Western S.S. Company	4	3,500
Henry Burden, Junior, and Company	1	472
Tyne S.S. Company, Limited	2	9,548
Dundee and Perth Shipping Company, Limited	5	4,800
London and Edinburgh Shipping Company, Limited	10	10,816
William France and Company, Limited	4	6,960
British and Foreign Wharf Company, Limited	—	—
Aberdeen Steam Navigation Company, Limited	5	4,228
Carron Company, Limited	7	6,474
Clyde Shipping Company, Limited	42	38,191
Coast Development Company, Limited	6	3,051
Leach and Company, Limited	3	1,469
J. Hall, Junior, and Company	6	9,620
Fisher, Renwick and Company	13	10,346
J. Harrison	6	2,376
Antwerp S.S. Company	3	2,207
Sollas and Sons	3	2,160
Mead, Son and Hussey	4	996
W. H. Carey and Son	1	376
Coverley and Westray	1	774
D. C. Thomas and Son	3	890
Netherland Steamboat Company	4	3,724
J. Fenwick and Son	14	15,027
Little and Johnston	4	3,156
M. H. and J. E. Matthews	3	1,141
Total	202	210,562

Appendix.

11th Day, Nos. 1 and 2.

ELEVENTH DAY.

1. TABLE of the COMPARATIVE OFFICIAL PORT CHARGES incurred by the GENERAL STEAM NAVIGATION COMPANY'S STEAMER "BENBOW," 515 tons net register, on a voyage in January 1900, OUT from LONDON to ANTWERP with 758 tons general cargo and HOME with 776 tons cargo, ANTWERP to LONDON (River).

(Handed in by Mr. R. Cattarns on the Eleventh Day. See Question 3423.)

1900 January 25–29:

Antwerp Port Charges as Under:—

	f.	*c.*
To Pilot from Sea to Flushing	143	70
,, ,, Flushing to Antwerp	104	00
,, Hooking the ship	00	53
,, Pilot Antwerp to Flushing	125	00
,, ,, Flushing to Sea	94	81
,, Hooking the ship	00	53
,, Pilot Mooring ship Inwards	2	50
,, ,, ,, ,, Outwards	2	50
,, Marine Commissary	25	97
,, Quay Dues	189	30
,, Petties	6	00
	694	84 = £27 15. 10.

Cranes additional at the rate of 20 fr. per crane per day.
Crane driver at 3 fr. an hour.
Charged in Labour Accounts.

London (River)-Charges:—

	£.	*s.*	*d.*
To Dues at ½*d.* on 515 tons, In and Out	2	3	–
,, *Lights in and out 30th part of yearly cost. *See* footnote.	1	1	5
(If only 1 voyage run then the Lights would be 6*l.* 8*s.* 6*d.*)			
To Moorings	1	–	–
,, Pilotage (river) £. *s.* *d.* 2 6 2			
,, ,, ,, 2 11 5	4	17	7
£.	9	2	–

Ship provides all cranes.
* Free of Lights after payment of 32*l.* 2*s.* 6*d.*, say, 30 voyages a year.

2. TABLE of the COMPARATIVE OFFICIAL PORT CHARGES incurred by the GENERAL STEAM NAVIGATION COMPANY'S STEAMER "AUK," 642 tons net register, on a voyage in May 1900, OUT from LONDON to HAMBURG with 1,042 tons general cargo and HOME with 985 tons cargo, HAMBURG to LONDON (River).

(Handed in by Mr. R. Cattarns on the Eleventh Day. See Question 3423.)

1900 May 21:

Hamburg Port Charges as Under:—

	M.	*pf.*			
To Admiralty Pilotage	86	00			
,, Town and Tonnage Dues	218	04			
,, Entering and Clearing	18	00			
,, Prints, Stamps, and Waterage	18	00			
,, Pilotage from the Bösch	58	20			
,, Cuxhaven	43	20			
,, Sea	18	00			
,, *Quay Expenses (Steamer)	318	00			
,, Harbour Master's Dues	20	00			
	797	44 =	£. 39	*s.* 17	*d.* 4
,, Police Watch			–	15	–
,, British Consulate for Articles			–	2	6
			£. 40	14	10

* Including cranes. But waiting (if any) for steamers charged for at 2M10 per hour or 2M1 per day per crane plus men's wages, say, 0·65 per hour.

London (River) Charges:—

	£.	*s.*	*d.*
To Tonnage Dues ½*d.*, In and Out, on 642 tons.	2	13	6
,, †Lights in and out 28th part of yearly cost. *See* footnote.	1	9	–
(If only 1 voyage run then the Lights would be 8*l.* –*s.* 6*d.*)			
To Moorings	1	–	–
,, Pilotage (River) £. *s.* *d.* 1 10 –			
,, ,, ,, 1 10 –	3	–	–
£.	8	2	6

Ship provides cranes.
† Free after payment of 40*l.* 2*s.* 6*d.* say, 28 voyages in a year.

3. TABLE of the COMPARATIVE OFFICIAL PORT CHARGES incurred by the GENERAL STEAM NAVIGATION COMPANY'S STEAMER "FALCON," 366 tons net register, on a voyage in May 1900, OUT from LONDON to ROTTERDAM with 103 tons general cargo, and HOME with 256 tons general cargo, ROTTERDAM to LONDON (River).

(*Handed in by Mr. R. Cattarns on the Eleventh Day. See Question 3423.*)

1900:	*f.*	*c.*		
Rotterdam Port Charges, as under:				
To Sea pilotage, In	29	40		
„ „ Out	21	50		
„ River „ In	8	94		
„ „ Out	13	14		
„ Town and harbour dues	71	68		
„ Tug boat, In and Out	15	00		
„ Pilot's wages	10	00		
	169	66 = £. 14 1*s.* 6*d.*		

Craneage additional at the rate of 10*fr.* per day. Charged in Labour Accounts.

London (River) Charges:	£.	*s.*	*d.*
To dues, ½*d.* on 366 tons, In and Out	1	10	6
„ *Lights. 28th part of yearly cost	–	16	4
(If only 1 voyage run, then the Lights would be 4*l.* 11*s.* 6*d.*)			
„ Moorings	1	–	–
„ Pilotage (River) £. 1			
„ „ „ 1			
	2	–	–
£.	5	6	10

Ship provides all cranes.
* Free after payment of 22*l.* 17*s.* 6*d.*, say, 28 voyages in a year.

4. TABLE of the COMPARATIVE OFFICIAL PORT CHARGES incurred by the GENERAL STEAM NAVIGATION COMPANY'S STEAMER "CONDOR," 434 tons net register, on a voyage in September 1900, OUT from LONDON to HAVRE with 246 tons of general cargo, and HOME with 448 tons general cargo, HAVRE to LONDON (River).

(*Handed in by Mr. R. Cattarns on the Eleventh Day. See Question 3429.*)

1900:	*f.*	*c.*		
Havre Dock Charges, as under:				
Protest at the Tribunal of Commerce				
Surveyors on the cargo				
Board of Health	43	40		
Quarantine				
Steamboat, In				
Opening of bridges, Inwards	18	00		
Pilotage, In	76	10		
Pilot on board, 1 tide	3	00		
Help-boat, In	18	00		
Fire guardian				
Custom House: Salvage dues, 21*f.* 72*c.*; Chamber of Commerce dues, 91*f.* 32*c.*; Quay dues and stamp, 217*f.* 16*c.*; clearance and stamp, 220*f.*	332	40		
Contribution to the lifeboat				
Pilotage, Out	28	00		
Pilot on board, 3 tides	9	00		
Help-boat, Out	24	00		
Opening of bridges, Outwards	27	00		
Consul's fees, endorsing articles				
Sweeping the quay				
Steamboat, Out				
Custom House officers working overtime				
Expenses on gunpowder, In and Out				
Advertisements				
Postages				
Telegrams				
Cash advanced				
Water bill				
Stamps, printing, petty expenses	5	20		
Brokerage, In	50	00		
„ Out				
39 stamped bills of lading	46	80*		
Boat running lines in the dock	12	00		
Stamp paper	–	60		
	694	50		
Deduct stamps	46	80*		
	647	70		
Stamp (Receipt)	–	10		
	647	80 = £. 25	14*s.*	2*d.*

Ship provides cranes.

London (River):	£.	*s.*	*d.*
To dues, ½*d.* on 434 tons, In and Out	1	16	2
„ *Lights. 25th part of yearly cost	1	2	–
(If only 1 voyage run, then the cost would be 5*l.* 8*s.* 6*d.*)			
„ Moorings	1	–	–
„ Pilotage (River) £. 1			
„ „ „ 1			
	2	–	–
£.	5	18	2

* Free after payment of 27*l.* 2*s.* 6*d.*, say, 25 voyages a year.
Ship provides cranes.

Appendix.
11th Day.
No. 5.

5. SCHEDULE of the several ACTS of PARLIAMENT relative to the UNDERTAKINGS of the REGENT'S CANAL AND DOCK COMPANY.

(*Handed in by Mr. J. Glass on the Eleventh Day. See Question 3591.*)

1812	Regent's Canal Act	52 Geo. III., c. 195.
1813	Regent's Canal Act	53 Geo. III., c. 32.
1816	Regent's Canal Act	56 Geo. III., c. 85.
1819	Regent's Canal Act	59 Geo. III., c. 66.
1819	Grand Junction and Regent's Canal Water Act	59 Geo. III., c. 111.
1821	Regent's Canal Money Act	1 & 2 Geo. IV., c. 43.
1824	Hertford Union Canal Act	5 Geo. IV., c. 47.
1826	Further Water Act	7 Geo. IV., c. 140.
1851	Enlargement of Brent Reservoir Act	14 Vict., c. 32.
1865	Hertford Union Canal Act	18 & 19 Vict., c. 95.
1865	Regent's Canal, Limehouse Basin (New Ship Entrance) Act	28 & 29 Vict., c. 365.
1882	Regent's Canal City and Docks Railway Act	45 & 46 Vict., c. 262.
1883	Regent's Canal City and Docks Railway (Canal Capital) Act	46 & 47 Vict., c. 164.
1883	Regent's Canal City and Docks Railway (various powers) Act	46 & 47 Vict., c. 212.
1885	Regent's Canal City and Docks Railway Act	48 & 49 Vict., c. 138.
1887	Regent's Canal City and Docks Railway (Extension of Time) Act	50 Vict., c. 51
1890	Regent's Canal City and Docks Railway (Extension of Time) Act	53 & 54 Vict., c. 200.
1892	Regent's Canal City and Docks Railway Act	55 & 56 Vict., c. 188.
1896	Canal Tolls and Charges, Regent's Canal Act	57 & 58 Vict., c. 199.
1896	North Metropolitan and Canal Act	59 & 60 Vict., c. 184.
1900	Regent's Canal and Dock Act	63 & 64 Vict. c. 118.

6. TABLE of TRAFFIC, NUMBER of SHIPS, TONNAGE, GROSS RECEIPTS, and WORKING EXPENSES, of the REGENT'S CANAL AND DOCK COMPANY, for 11 years to 31st December 1900.

(Handed in by Mr. J. Glass on the Eleventh Day. See Question 3598.)

Year.	Number of Ships Docked.	TONNAGE.			GROSS RECEIPTS.				WORKING EXPENSES, &c.		Amount available for Dividend on Share Capital.	Amount per cent. paid on Share Capital.
		Dock.	Canal.	Total.	Dock.	Canal.	Rents, &c.	Total.	Canal and Dock.	Interest on Debenture Stocks and Loans.		
		Tons.	Tons.	Tons.	£	£	£	£	£	£	£	£
1890	1,112	731,822	992,187	1,724,009	21,637	41,352	15,610	78,599	30,563	12,131	35,905	2·75
1891	1,191	863,872	1,123,949	1,987,821	23,813	47,123	15,706	86,642	36,069	12,378	38,195	3·00
1892	1,156	818,397	1,149,991	1,968,388	22,915	48,658	15,029	86,602	38,058	14,388	34,156	2·75
1893	1,105	799,553	1,032,046	1,831,599	22,159	43,802	14,635	80,596	40,078	13,147	27,371	2·00
1894	1,149	836,779	1,020,726	1,857,505	1,394	42,725	15,787	79,906	40,983	12,929	25,994	1·875
1895	944	683,370	1,066,413	1,749,783	18,079	45,046	17,393	80,518	40,497	12,979	27,042	2·00
1896	1,122	810,576	1,124,178	1,934,754	21,063	48,505	17,740	87,308	40,362	13,061	33,885	2·50
1897	1,105	806,665	1,060,680	1,867,345	20,867	46,598	19,364	86,829	42,354	14,577	29,898	2·25
1898	955	794,572	1,041,506	1,836,078	19,846	44,921	20,225	84,992	40,973	15,357	28,662	2·125
1899	1,035	795,521	1,029,343	1,824,864	18,333	43,754	20,460	82,547	37,334	16,102	29,111	2·125
1900	1,267	852,556	1,189,658	2,042,214	21,389	48,327	21,937	91,653	42,201	20,842	28,609	2·125

Appendix.

11th Day.
Nos. 7 and 8.

7. Analysis of the Canal and Dock Traffic of the Regent's Canal and Dock Company.

(Handed in by Mr. J. Glass on the Eleventh Day. See Question 3598).

(*a*) Canal Traffic.

	Per Cent.
Bricks, slates, and tiles	2·84
Grain fodder, cattle cake	5·49
Coals	22·72
Spoil from excavation	5·18
Gas residuals, including coke	10·37
Ice	3·53
Iron	3·41
Lime, cement, and chalk	6·27
Refuse from parish wharves and street sweepings	5·44
Oils	4·28
Road materials	4·87
Sand and ballast	4·15
Stone in blocks	1·05
Timber and wood goods	15·16
Miscellaneous	5·24
	100·00

(*b*) Dock Traffic.

	Per Cent.
Steam ships, coal laden	65·50
Sailing ships, West Indies	1·25
Steam and sailing ships from Norwegian and Swedish ports	17·75
„ „ „ Channel Island ports	3·00
„ „ „ English ports	12·50
	100·00

8. Schedule of the Dock Tonnage Rates of the Regent's Canal and Dock Company.

(Except oils and other liquids and explosives, for which special rates are quoted).

(Handed in by Mr. J. Glass on the Eleventh Day. See Question 3602.)

Vessels Discharged or Loaded by their own Crews.

	s. d.
1. Vessels laden with coal, transhipped by cranes at company's jetties for use of dock, for a period not exceeding one week from date of entrance, if cargo exceed 500 tons	21 –
	Per Actual Ton.
Ditto - ditto if under 500 tons	– –½
Vessels laden with coal for use of dock for a period not exceeding one week from date of entrance—If transhipped for river	– 1
If landed	– –½
Coals, if whipped, in addition to above rates	– 3

8. SCHEDULE of the Dock Tonnage Rates of the Regent's Canal and Dock Company—*continued.*

VESSELS DISCHARGED OR LOADED BY THEIR OWN CREWS—*continued.*

	Per Register Ton. s. d.
2. Vessels arriving from, or loading for, any port or place in the United Kingdom or European Port outside the Baltic, between the river Elbe and Ushant, for use of dock for a period not exceeding one week from date of entrance	– 3
If cargoes transhipped for river	– 4
If cargoes transhipped for canal	– 3
If part only of cargoes transhipped for canal, these rates in proportion.	
The above vessels remaining in dock beyond the first week, rent for second week or part of a week	– 2
Beyond second week, rent per week or part of a week	– 1
3. Vessels arriving from, or loading for, any other port or place for use of dock, for a period not exceeding one week from date of entrance	– 6
If cargoes transhipped for river	– 7
If cargoes transhipped for canal	–
If part only of cargoes transhipped for canal, these rates in proportion.	
The above vessels remaining in dock beyond first week, rent for second week, or part of a week	– 4
Beyond second week, rent per week or part of a week	– 1

4. Vessels wholly laden with corn or seed in bulk, in lieu of the preceding tonnage rates, will be charged for docking and undocking as follows, inclusive of transhipping rate :—

	£. s. d.
Under 100 tons register	1 1 –
100 tons and under 200 tons register	2 2 –
200 „ „ 250 „ „	3 3 –
250 „ „ 300 „ „	4 4 –
300 „ „ 350 „ „	5 5 –
350 „ „ 400 „ „	6 6 –
400 „ „ 450 „ „	7 7 –
450 „ „ 500 „ „	8 8 –

and one guinea for every additional 50 tons, or less.

	Per Register Ton. s. d.
Rent on above vessels (to commence after 14 days from date of entrance) per week or part of week	– 1
If such vessel leaves the dock without unloading, rent to commence after one clear day from date of entrance in addition to the charge of docking and undocking.	
N.B.—Vessels laden with flour, oil cake, or grain in bags, are not included in these (No. 4) rates.	
5. Vessels loading outwards after discharging cargoes will be charged 6*d.* per actual ton in addition to the foregoing rates.	
6. Vessels to lie up, per week	– 6
	Per Lighter. s. d.
7. Vessels, when empty, remaining in dock after the master or owner has received notice from dockmaster to take the vessel out, rent per day	– 6
Ballast	10 6

The owner of any ship or vessel lying in the dock to pay the transhipping and other charges in respect to all ballast or goods conveyed to or from the River Thames in lighters and craft, and transhipped into or from such ship or vessel.

Appendix. 11th Day, Nos. 9, 10, and 11.

9. Return of Vessels Inspected by the Port Sanitary Authority since 1873.

(*Handed in by Dr. W. Collingridge on the Eleventh Day. See Question 3695.*)

Year.	Number of Vessels.	Year.	Number of Vessels.
1873	1,999	1888	19,743
1874	13,846	1889	19,396
1875	14,847	1890	15,446
1876	13,839	1891	15,341
1877	14,310	1892	14,472
1878	13,463	1893	20,204
1879	14,804	1894	25,489
1880	16,341	1895	26,769
1881	22,315	1896	28,056
1882	22,333	1897	30,228
1883	26,833	1898	31,658
1884	25,333	1899	33,580
1885	24,327	1900	30,805
1886	23,207		
1887	21,855	Total	582,839

10. Return of Vessels Cleaned by the Port Sanitary Authority since 1873.

(*Handed in by Dr. W. Collingridge on the Eleventh Day. See Question 3695.*)

Year.	Number of Vessels	Year.	Number of Vessels.
1873	338	1888	1,005
1874	2,330	1889	606
1875	1,788	1890	679
1876	1,384	1891	402
1877	754	1892	426
1878	407	1893	838
1879	516	1894	996
1880	563	1895	1,040
1881	428	1896	1,016
1882	506	1897	1,120
1883	1,102	1898	1,599
1884	1,598	1899	2,557
1885	1,819	1900	2,386
1886	1,670		
1887	1,744	Total	31,617

11. Return of Structural Alterations insisted upon by the Port Sanitary Authority since 1875,

(*Handed in by Dr. W. Collingridge on the Eleventh Day. See Question 3695.*)

Year.	Number of Vessels.	Year.	Number of Vessels
1875	76	1889	617
1876	89	1890	410
1877	96	1891	410
1878	24	1892	357
1879	24	1893	466
1880	23	1894	732
1881	22	1895	699
1882	13	1896	661
1883	2	1897	670
1884	62	1898	689
1885	41	1899	551
1886	97	1900	411
1887	133		
1888	597	Total	8 012

12. Return of Vessels Fumigated by the Port Sanitary Authority since 1873.

(*Handed in by Dr. W. Collingridge on the Eleventh Day. See Question 3695.*)

Year.	Number of Vessels.	Year.	Number of Vessels.
1873	9	1888	25
1874	10	1889	19
1875	5	1890	31
1876	4	1891	27
1877	10	1892	54
1878	12	1893	87
1879	6	1894	83
1880	9	1895	78
1881	30	1896	98
1882	29	1897	69
1883	22	1898	75
1884	24	1899	104
1885	33	1900	135
1886	21		
1887	23	Total	1,138

13. Return of Infectious Diseases dealt with by the Port Sanitary Authority since 1873.

(*Handed in by Dr. W. Collingridge on the Eleventh Day. See Question 3695.*)

Year.	Number of Cases.	Year.	Number of Cases.
1873	83	1899	36
1874	54	1890	85
1875	120	1891	76
1876	1	1892	114
1877	3	1893	159
1878	1	1894	145
1880	4	1895	156
1881	28	1896	152
1882	36	1897	179
1883	19	1898	121
1884	48	1899	160
1885	32	1900	271
1887	110		
1888	82	Total	2275

Appendix.

11th Day, Nos. 14, 15, and 16.

14. Return of Infected Clothing dealt with by the Port Sanitary Authority since 1874.

(Handed in by Dr. W. Collingridge on the Eleventh Day. See Question 3695).

Year.	Number of Cases.	Year.	Number of Cases.
1874	74	1889	16
1875	24	1890	14
1876	37	1891	25
1877	40	1892	21
1878	49	1893	20
1879	82	1894	50
1880	35	1895	58
1881	48	1896	98
1882	54	1897	58
1883	68	1898	69
1884	28	1899	76
1885	27	1900	101
1886	27		
1887	22	Total	1,229
1888	8		

15. Return of Seizures of Unsound Food dealt with by the Port Sanitary Authority since 1884.

(Handed in by Dr. W. Collingridge on the Eleventh Day. See Question 3695).

Year.	Number of Cases.	Year.	Number of Cases.
1884	17	1894	87
1885	24	1895	112
1886	41	1896	125
1887	45	1897	129
1888	53	1893	189
1889	49	1899	432
1890	46	1900	403
1891	60		
1892	64	Total	1,957
1893	81		

16. Return of Canal Boats Inspected, Persons Carried, and Prosecutions Instituted by the Port Sanitary Authority under the Canal Boats Act since 1876.

(Handed in by Dr. W. Collingridge on the Eleventh Day. See Question 3695).

Year.	Number of Boats Inspected.	Persons Carried.	Prosecutions.
1876	144	483	—
1885	247	—	—
1886	631	1,870	31
1887	721	1,940	7
1888	698	1,837	5
1889	624	1,531	1
1890	557	1,284	1
1891	445	947	—
1892	353	871	—
1893	727	1,175	3
1894	909	2,938	3
1895	649	1,611	4
1896	668	1,502	—
1897	597	1,174	—
1898	595	1,076	—
1899	781	1,559	—
1900	655	1,276	—
Totals	10,001	23,074	55

TWELFTH DAY.

1. REPORT of the CASE in the HIGH COURT of JUSTICE (ADMIRALTY DIVISION) as to the COLLISION in the LOWER POOL, RIVER THAMES, between the barge "HERCULES" and the tug "WASP" (s).

(Before Mr. Justice Barnes and Trinity Masters, May 13 and 15.)

(Handed in by Mr. W. J. Jacobs, Junior, on the Twelfth Day. See Question 4067.)

This action was brought by the owners of cargo laden on board the steamship "Ann Webster," to recover damages from Messrs. McDougall and Bonthron (Limited), the hirers of the barge Hercules, and (or) Mr. Henry William Dove, the owner and master of the steam tug "Wasp." At about 11 p.m. on October 24, 1896, according to the statement of claim, the steamship "Ann Webster," whilst laden with the plaintiffs' cargo, was lying properly moored at the Victoria Wharf, Limehouse. There was no wind, the weather was fine and clear, and the tide was flood. The steamer was heading down the stream, an anchor light was exhibited on the starboard side of the bridge, and a good watch was being kept on board. In these circumstances the barge "Hercules," which when last seen by those on board had been moored alongside the "Ann Webster" for the purpose of putting cargo on board her, was so negligently navigated that she was caused or permitted to strike heavily against the starboard side of the "Ann Webster," about the forehatch, fracturing the ship's plates. In consequence water entered the "Ann Webster," and the cargo was damaged, the loss being estimated at about £1,500. In the alternative it was alleged that the tug "Wasp" was so negligently navigated that she and a barge she was towing collided with the "Hercules," driving the latter vessel against the starboard side of the "Ann Webster" and causing the damage complained of.

According to the case for the "Hercules," she is an iron dumb barge of 72 tons register and 120 tons burthen, and on the day in question was partly laden and moored alongside the "Ann Webster." Shortly before 11.15 p.m., having fleeted, she lay head down alongside the starboard side of the steamer. The warp was then cast off to get under way and return with her cargo, which had been shut out from the steamer, and whilst drifting into the tideway the barge was caught by the flood tide and eddy and canted head athwart the stream. In this position she came in contact with the head of the port tow-rope barge behind the tug "Wasp," which was towing craft a short distance outside the "Ann Webster," and which, having rounded from mid-channel, was heading down stream. The port side of the "Wasp" then came in contact with the port side of the "Hercules," and the "Hercules," which could do nothing to avoid it, was set together with the tug and her tows, alongside the "Ann Webster," and was driven with her starboard broadside lightly against the starboard side of the steamer. It was contended that these collisions were, as far as the "Hercules" was concerned, inevitable, and did not result in the damage complained of. It was further submitted that if damage was done to the "Ann Webster" by such collision, the damage to the cargo was caused by the negligence of those on board the steamer in failing to take any steps to prevent injury to the cargo.

The "Wasp," according to her defence, is a steamtug belonging to the port of London, of 16 tons register, and at the time in question was in the Lower Pool, and had six barges in tow, arranged in three ranks. She had rounded head on tide, and with her craft was dropping slowly up stream, with her engines working easy ahead. In these circumstances the "Hercules" was observed to shave out from a steamer, the "Ann Webster," a short distance off on the port side. The "Hercules" shortly afterwards was caught by the tide, and was seen to be coming head first into the "Wasp." The engines of the tug were at once put full speed ahead, and the helm was hard a-ported, in order to avoid a collision. The tug managed to clear the "Hercules," but the latter with her fore part touched the port bow of the port tow-rope barge, and fell alongside it. The barges quickly cleared, and no damage was done. It was denied that the collision was in any way due to the fault of the tug, or that the "Hercules" afterwards collided with the "Ann Webster."

Mr. Aspinall, Q.C., and Mr. C. Head (instructed by Messrs. Waltons, Johnson and Co.) appeared for the plaintiffs; Mr. J. Walton, Q.C., and Mr. Batten (instructed by Messrs. J. A. and H. E. Farnfield) for the "Hercules"; Mr. F. Laing and Mr. R. H. Balloch (instructed by Messrs. Keene, Marsland and Co.) for the "Wasp."

Mr. Justice Barnes, at the conclusion of the evidence, dismissed the case against the "Wasp," with costs.

The Court found for the plaintiffs in their claim against the barge "Hercules."

Mr. Justice Barnes, in giving judgment, said: This is an action brought by the owners of some of the cargo laden on board the steamship "Ann Webster" against two sets of defendants. The first are owners of the barge "Hercules," or the persons treated as being in the position of owners, and the second is the owner of the steamtug "Wasp." The cause of action arose as far back as October, 1896, but it is said that some litigation between the owners of cargo and the owners of the "Ann Webster" caused delay in bringing this claim. It is unfortunate, because one always finds when any lengthy interval elapses between the occurrence and the trial the witnesses' recollections are extremely vague, and render it difficult to be quite certain as to the real effect of their evidence. With regard to the tug "Wasp," after hearing the evidence in the case, the plaintiffs practically conceded that they could not support any claim for negligence against Mr. Dove, her owner, and thereupon he was dismissed from the suit, with costs. The only question, then, that remains to consider is whether there is a case of negligence, and damage in consequence thereof, made out by the plaintiffs against the hirers of the "Hercules," Messrs. McDougall and Bonthron. In my opinion there is. The reasons for it are these. I have referred to the fact that the lapse of time makes it difficult to be sure as to what the witnesses have really to say, and what is the true inference to draw from their evidence. As an illustration of that, one may notice two points here, namely, that the owner of the tug, who was called, said there was no collision whatever between the "Hercules" and the "Ann," whereas the man in charge of the "Hercules" admitted there was; and, secondly, that the owner of the tug said that the barge was heading one way at the time that she pushed off and touched his craft, whereas the man in charge of the barge said she was heading the other way. One is therefore driven, in a case of this kind, to look at the admitted facts and to see what inference can be drawn from them—of course, supplementing them from the evidence which one thinks one can trust. What are the facts admitted in this case? It is admitted that the barge was there. It was admitted, because it was not contested by Mr. Walton for the hirers of the barge, that the barge acted negligently in pushing off as she did with the tug and craft right abreast; that is to say, negligent navigation is conceded on the part of the "Hercules." What was disputed was that the "Hercules" did the damage. It is admitted, however, that the "Hercules" collided with the "Ann Webster." There was evidence, in fact, that she did, from the man who was watching on the "Ann Webster," who said that he heard a knock and came up from the lamproom, and heard a loud shouting between the people on the barge and the people on the tug. It is admitted that this collision took place somewhere about 11 o'clock at night, and it is admitted that at 5 o'clock in the morning water was found in the ship—or, at all events, it is so proved—to the extent of 9 feet. Therefore there is no doubt about this, that the ship was damaged, that a plate was cracked, and that water was let in to the extent I have mentioned. All those facts are admitted or proved, and they make a very strong *primâ facie* case against the barge—so strong that if there were nothing else I think the presumption is strongly in favour of the view of the plaintiffs that the

Appendix, 12th Day, No. 1 —continued and 2.

barge did the damage, and did it in consequence of negligence. But it is said by the defendants that it could not have been done by this barge for two reasons. The first is that the damage shown on the ship's side could not have been done by such a barge, and some surveyors have been called for the defendants in support of that view. We have had the barge and the damage described, and models, and the Elder Brethren, whose opinion I have asked, think that the damage could be done by the barge. It could be done either by the bows or stern—in other words, the huff, I think it is called, or the huddis. So much for that point. The second point made is that the damage was found in a position on the ship in which the barge could not have done it, because it is said, having regard to the tide and her height out of water, she would at the time when this damage is said to have been done, have been too high out of the water to have done it by either end of her. That is not the view I take of the facts. In the first place it is based upon an assumption, which is not proved, namely, that the tide had made for an hour. If it had only made for half an hour, or perhaps a little more, as some witnesses say, all the defendants' calculations fall to the ground. Their point was that the barge at the time had been raised by the rise of the tide too high to cause the damage. I think that is not the case. The probabilities are against it, because I think it is probable that those in charge of the barge would push off very shortly after the tide made. There are two matters to which I do not think attention was drawn by counsel, which very largely dispose of this point. The first is this, that it is perfectly clear, to my mind, and to the minds of the Elder Brethren too, that the damage was done at or about the time at which the plaintiffs say this barge did it. Therefore the suggestion made by the defendants that some other barge did the damage at some other time is not probable. The reason for that is this. It is almost certain—I should say quite certain—that this damage was not done on the falling tide. I think it must have been done on the rising tide, and it was done at the time when the vessel could be filled with water to the extent of 9 feet by 5 o'clock in the morning; and the damage being in the position in which it was on the ship, the limit of time at which it could be done is extremely small. What I mean by that is this: it must have been done by something floating—it is said by the defendants by some other and smaller barge—within a limit of 20 minutes or so, after the time when the plaintiffs and defendants both agreed it was done; at any rate, so close to that time that it reduces the suggestion of another barge to a practical absurdity. There is another matter. It could not be done before this barge moved away, because anything floating past and striking the vessel would naturally foul this barge, which was alongside. Therefore, again, you get the limit of time reduced on that side, and I don't see how it can be done after she left by any other barge, because then, it seems to me, you get into difficulty about the height of the damage from the water. Then, further, there is a note at the foot of the drawing, put in by the surveyor called on behalf of the defendants, to the effect that it looked like an end-on blow from the huff of a barge. It seems to me more probable, in the circumstances, it was a blow from the huddis. What does it mean? The steamer was lying alongside the quay, and her bows were protected by the dolphin. The dolphin sticks out beyond the steamer, and therefore no barge floating up could strike the steamer, and if it could be swept in, it would only be a sliding blow, which it is extremely difficult to say would cause such damage as this. You require, as a matter of common sense, a blow delivered end-on by the huff or huddis, and it is a remarkable thing if two barges got into the same kind of trouble at the same time, and were driven against this ship. It would be still more remarkable that the watchman's attention was not called if anything of the same kind occurred in a similar way. The probability of this case appears to us to be this, that the barge was pushed off without due attention being paid to the fact that the tug and her barges were extremely close alongside and swinging round—the tugmaster said only 80 feet away from the ship—that then the barge jammed herself against the barge immediately astern of the tug, and it is extremely probable that then she was jammed against the side of the ship. I think that the plaintiffs have made out their case, and therefore there will be judgment for the plaintiffs against the defendants, Messrs. McDougall and Bonthron (Limited), with costs.

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2. Regulations of the London and India Docks Joint Committee, respecting Passes for Lighters containing goods Entered for Warehousing at other places than the Docks in which the ship discharges.

(Handed in by Mr. W. J. Jacobs, Junior, on the Twelfth Day. See Question 4070.)

If the goods are delivered into the lighter direct from the ship, the lighterman shall, immediately upon receiving the goods, sign a receipt for the same, and the master, mate, or other officer in charge of the ship shall thereupon give him a pass, specifying the description and quantity of goods delivered into the lighter, which pass shall be countersigned by the Officer of Customs on board the ship; and in the event of the ship being discharged by the Joint Committee, a duly appointed officer of the Joint Committee at the department where the ship discharges, shall either countersign that pass, or give to the lighterman a pass in exchange for the same, upon delivering either of which at the lock gate the lighter shall be entitled to go out of dock.

In the event of the ship being discharged by the shipowners, a pass signed by the master, mate, or any person authorised by the shipowners to sign passes, and countersigned by the Customs Officer on board the ship, shall, on being presented to the gate-keeper at the lock gate, be sufficient authority for him to pass the lighter out of dock.

If the goods entered for warehousing at other places than the dock in which the ship discharges have been placed upon the quays for convenience of assortment or otherwise, the lighterman shall, immediately upon the completion of the loading of his lighter, sign a receipt for the goods delivered to him; and thereupon a duly appointed officer at the department where the goods have been shipped into the lighter, shall give him a pass, specifying the description and quantity of goods so delivered into the lighter; and that pass, on being lodged with the gate-keeper at the lock, shall entitle the lighter to pass out of dock.

The Joint Committee or the shipowners will provide that there shall always be conveniently at hand, during the usual office hours, a duly appointed officer to countersign or give the pass above referred to.

Provided that, in the event of any dispute as to the tally of the goods arising between the lighterman on the one hand, and the representative of the ship, or the representative of the Joint Committee on the other hand, and if no other mode of settling the dispute is agreed upon by the parties, the goods shall be taken out and retallied before the lighter leaves the dock. All the expenses of and incidental to such retallying, inclusive of demurrage, shall be borne by the party who proves to be in error.

These regulations shall, as regards the Docks of the London and St. Katharine Docks Company, continue in force for 12 calendar months, from the 1st April, 1900, and no longer, without the further approval of the Board of Trade.

Approved by the Board of Trade so far as concerns the Docks of the London and St. Katharine Docks Company pursuant to the 129th Section of the London and St. Katharine Docks Act, 1864.

T. H. W. Pelham,
One of the Assistant Secretaries
of the Board of Trade.

3. TABLE showing BARGES LOADED with TIMBER sent into MILLWALL DOCK by Messrs TOUGH AND HENDERSON for MILLWALL DOCK COMPANY to UNLOAD, with NAMES of BARGES, DATE BARGE ENTERED DOCK, and DATE DISCHARGED in DOCK, and NUMBER of DAYS each BARGE OCCUPIED after ENTERING DOCK.

Appendix, 12th Day, No. 3.

(Handed in by Mr. R. Neal Tough on the Twelfth Day. See Question 4080.)

Name of Barge.	Date put into Dock.	Date Discharge Completed in Dock.	Days occupied in Dock Discharging or waiting to Discharge.
Prospero	June 19	June 26	7
Robert	,, 19	July 7	17
Leith	,, 19	June 29	10
Jarvie	,, 20	July 9	17
Kaffir	,, 20	,, 2	11
Sardinia	,, 20	,, 4	13
Jenny	,, 20	,, 3	12
Francis	,, 27	June 29	3
James	,, 25	July 3	8
Georginia	July 24	Aug. 2	9
Wave	,, 24	July 31	7
Teddington	,, 28	Aug. 15	15
Shah	,, 31	,, 16	14
William	Aug. 3	,, 25	19
Maria	,, 3	,, 21	15
Lydia	,, 3	,, 29	22
Robert	,, 3	,, 20	14
Judy	,, 3	,, 28	21
Wolseley	,, 29	Sept. 6	8
Dalkeith	,, 29	,, 4	6
Bombay	,, 29	,, 1	4
Try	Sept. 13	,, 19	6
Tyne	,, 13	,, 17	4
Teddington	,, 14	,, 28	13
George	,, 14	,, 25	10
Jennie	Oct. 5	Oct. 18	12
John	,, 5	,, 10	5
Dalkeith	,, 8	,, 13	6
Bella	,, 9	,, 24	14
Earl	,, 12	,, 23	10
Topsy	,, 12	,, 30	16
Frances	,, 12	,, 20	8
Java	,, 12	,, 27	14
		33 Barges occupied	370 days.

33 Barges average 11$\frac{7}{11}$ days

Appendix. 12th Day, No. 4.

4. RETURN of STEAMERS with TIMBER DISCHARGED in SURREY COMMERCIAL DOCK during SEPTEMBER, OCTOBER, and NOVEMBER 1900, from which Messrs. TOUGH AND HENDERSON RECEIVED GOODS OVERSIDE.

(Handed in by Mr. R. Neal Tough on the Twelfth Day. See Question 4080.)

Steamer's Name.	Arrival at Gravesend.	Received goods into craft.	No. of Barge loads.	No of days.
Wally	Aug. 26	Sept. 3	3	7
City of Belfast	,, 28	,, 7	9	10
Eol	,, 31	,, 8	2	8
Grane	,, 31	,, 14	14	13
J. Meinich	Sept. 8	,, 14	2	6
Vanda	,, 12	,, 22	3	10
Erata	,, 13	,, 20	1	7
Georgia	,, 17	Oct. 2	2	14
Altair	,, 19	,, 1	3	11
Northsea	,, 24	,, 1	2*	7
Elsa	,, 21	Sept. 28	1	7
Lysaker	,, 23	Oct. 1	17	7
Flandria	,, 20	,, 1	1	10
Lock Katrine	,, 22	,, 11	5	17
Mascot	,, 27	,, 17	2	18
Harwarden	,, 29	,, 13	3	13
Asta	Oct. 5	,, 20	2	14
Eva	,, 4	,, 10	1	6
Norden	,, 6	,, 20	1	13
(docked)	,, 11	—	—	
Freya	,, 25	Nov. 2	1	8
Heros	,, 19	,, 16	1	25
Arnold	,, 22	,, 21	4	27
Pinebranch	,, 20	Oct. 27	2	7
Primo	,, 29	Nov. 27	2	26
Sigurd	,, 30	,, 27	5	25
J. Meinich	Nov. 1	,, 5	1	4
Start	,, 8	,, 30*	—**	20
Elsa	Oct. 31	,, 17	2	16
Vanda	Nov. 9	Dec. 1	1	20
			93	376

29 Steamers 13 days average.

* This steamer had previously loaded eight barges in five days in river, then two barges partly loaded went into dock with steamer and took seven days to complete.

** Up to November 30 we had not got delivery.

THIRTEENTH DAY.

1. TABLE showing the HARBOUR RATES on VESSELS using the DOCKS of the MERSEY DOCKS and HARBOUR BOARD.

(Handed in by Mr. Miles Kirk Burton on the Thirteenth Day. See Question 4490.)

CLASS OF VOYAGE.	Rate per ton. s.	d.	
CLASS 1.—Between St. David's Head and Carlisle, including the Island of Anglesea [NOTE.—Steam vessels for the time being engaged in the Fishing Industry, either as Fishing Vessels or as Carriers of Fish, arriving in the Port of Liverpool and not entering any of the Board's Docks, and which Vessels shall not be otherwise chargeable with Rates, are charged Harbour Rates at the rate of 0¾d. per ton, less 25 per cent. Any Vessel of a registered tonnage less than twenty tons to be charged as on twenty tons.]	0	0¾	
Between Carlisle and the Mull of Galloway, including the Isle of Man	0	0¾	
CLASS 2.—Between the Mull of Galloway and Duncan's Bay Head, including the Orkney Isles, and all the Islands on the Western Coast of Scotland, and between St. David's Head and the Land's End, including the Scilly Islands and the East Coast of Ireland, from Cape Clear to Malling Head	0	0¾	
CLASS 3.—All the parts of the East and Southern Coasts of Great Britain, between Duncan's Bay Head and the Land's End, including the Islands of Shetland and all parts of the West Coast of Ireland, from Cape Clear to Malling Head, including the Islands on that Coast	0	0¾	Less 25 per cent.
CLASS 4.—All parts of Europe to the Northward of Cape Finisterre, and to the Westward of the North Cape, and without the Cattegat and Baltic Sea, and including the Islands of Guernsey, Jersey, Alderney, Sark, the Faro Island and Iceland ...	0	1½	
CLASS 5.—All parts within the Cattegat and Baltic, including the whole of Sweden, the White Sea, and all parts to the Eastward of the North Cape, all parts in Europe to the Southward of Cape Finisterre, without the Mediterranean, Newfoundland, Greenland, Davis' Straits, Canaries, Western Islands, Madeira, and Azores ...	0	1½	
CLASS 6.—All parts on the East Coast of North America, the West Indies, the East Coast of South America, to the Northward of Rio la Plata inclusive; all parts of the West Coast of Africa, and Islands to the Northward of the Cape of Good Hope, and all parts within the Mediterranean, including the Adriatic, the Black Sea and Archipelago, the Islands of St. Helena, Ascension, and the Cape de Verde Islands ...	0	1½	
CLASS 7.—All parts in South America, to the Southward of the Rio la Plata; in the Pacific Ocean; and in Africa and Asia, to the Eastward of the Cape of Good Hope	0	2	

2. TABLE showing the DOCK TONNAGE RATES on VESSELS using the DOCKS of the MERSEY DOCKS and HARBOUR BOARD.

(Handed in by Mr. Miles Kirk Burton on the Thirteenth Day. See Question 4490.)

CLASS OF VOYAGE.	Rate per ton. s.	d.
CLASS 1.—Between St. David's Head and Carlisle, including the Island of Anglesea. [NOTE.—Steam Vessels for the time being engaged in the Fishing Industry, either as Fishing Vessels or as Carriers of Fish, arriving in the Port of Liverpool and entering any part of the Board's Docks, and which Vessels shall not be otherwise chargeable with Rates, are charged Dock Tonnage Rates at the Rate of 2¾d. per ton. Any Vessel of a registered tonnage less than twenty tons to be charged as on twenty tons.]	0	2¾
Between Carlisle and the Mull of Galloway, including the Isle of Man	0	3
CLASS 2.—Between the Mull of Galloway and Duncan's Bay Head, including the Orkney Isles, and all the Islands on the Western Coast of Scotland, and between St. David's Head and the Land's End, including the Scilly Islands and the East Coast of Ireland, from Cape Clear to Malling Head	0	4½
CLASS 3.—All the parts of the East and Southern Coasts of Great Britain, between Duncan's Bay Head and the Land's End, including the Islands of Shetland and all parts of the West Coast of Ireland, from Cape Clear to Malling Head, including the Islands on that Coast, and during the pleasure of the Board, the Islands of Guernsey, Jersey, Alderney and Sark	0	6
CLASS 4.—All parts of Europe to the Northward of Cape Finisterre, and to the Westward of the North Cape, and without the Cattegat and Baltic Sea, and including the Faro Island and Iceland	0	10

Appendix.

13th Day, No. 2, —continued, and 3.

2 TABLE shewing the Dock Tonnage Rates on Vessels using the Docks of the Mersey Docks and Harbour Board—*continued.*

CLASS OF VOYAGE.	Rate per ton. s. d.
CLASS 5.—All parts within the Cattegat and Baltic, including the whole of Sweden, the White Sea, and all parts to the Eastward of the North Cape, all parts in Europe to the Southward of Cape Finisterre, without the Mediterranean, Newfoundland, Greenland, Davis' Straits, Canaries, Western Islands, Madeira, and Azores ...	1 1
CLASS 6.—All parts on the East Coast of North America, the West Indies, the East Coast of South America, to the Northward of Rio la Plata inclusive; all parts of the West Coast of Africa, and Islands to the Northward of the Cape of Good Hope, and all parts within the Mediterranean, including the Adriatic, the Black Sea and Archipelago, the Islands of St. Helena, Ascension, and the Cape de Verde Islands ...	1 4
CLASS 7.—All parts in South America, to the Southward of the Rio la Plata; in the Pacific Ocean; and in Africa and Asia, to the Eastward of the Cape of Good Hope	1 4

3. TABLE showing the RATES for DISCHARGING GRAIN in the BRISTOL DOCKS.

(Handed in by Mr. F. B. Girdlestone on the Thirteenth Day. See Question 4697.)

Bristol Corn Trade Arbitration Board, 56, Queen Square, Bristol,
August 22nd, 1900.

DEAR SIRS,

The Board of Arbitration beg to inform you that as from the 2nd of July last they have resolved that Weighers are to be paid for any kind of grain :—

4s. 6d.	per 1,400 bushels.
4s. 9d.	per 1,500 bushels.
5s.	per 1,600 bushels.
and 3½d.	per 100 bushels after.

4s. 6d. minimum pay if started before 10 a.m. and retained for the whole day.
2s. 3d. for half day, and extras after 700 bushels.
Also that as from the 13th instant the undermentioned rates are to be paid :—

Truckers and Bag Starters on Ship, and Trimmers in Shed.

	Any kind of Grain.
4s. 3d.	per 1,400 bushels.
4s. 6d.	per 1,500 bushels.
4s. 9d.	per 1,600 bushels.
and 3½d.	per 100 bushels after.

4s. 3d. minimum pay if started before 10 a.m. and retained for the whole day. 2s. 2d. for half day and extras after 700 bushels.

Samplers.

6s. per day. Minimum pay 3s.

Day Workers.

4s. 6d. per day when starting before 10 a.m. 2s. 3d. half day.

Overtime to Weighers, Truckers, Bag Starters, and Trimmers in Shed.

5½d. - - - - - per 100 Bushels, any kind of Grain.

Day Workers. *Night Work.*
7s. 6d. overtime, if employed for the whole night.

Bushellers and Bagholders, working Grain ex Ship.

Excepting as hereinafter provided, each gang working ex ship or hulk to consist of three men only, to be paid at the rate of 4¼d. per 100 bushels for heavy grain or 4d. per 100 bushels for light kinds of grain.

In the case of cargoes of African or Asian grain an extra man to be allowed if required by the men, and in case of dispute, so decided by arbitration.

In the case of heated cargoes, other than African or Asian, an extra man to be allowed on each gang when the temperature of the grain exceeds 102deg. Fahrenheit. The mode of ascertaining the temperature to be as follows :—"A thermometer to be inserted in the bulk, as near as possible to each gang (in the presence of an authorised representative of either side) each morning and afternoon as soon as possible (but not less than half an hour) after the commencement of the work, and to be kept in the bulk, at about three feet from the surface, for the space of five minutes." In every case when the thermometer shows a higher temperature than 102deg., a fourth or extra man to be allowed. Such extra man to be withdrawn when the heat falls below 102deg., but such withdrawal to take place at the completion of the current half-day's work.

The rates of payment for extra men to be the same as provided for above.

Only two men to each gang to be required for open barges or cargoes of Irish oats, these to be paid at the rate of 4½d. per 100 bushels per man.

The rates of wages during ordinary hours in no case to exceed those specified above, but all overtime work to be paid at same rates as provided for landers.

Landers.

That the rate paid shall be 5d. per 100 bushels for heavy grain, and 4½d. per 100 bushels for light grain, with an overtime rate of 6½d. per 100 bushels, heavy or light grain.

That from scale to ship's side or hoppers on same side of hatchway one man is to be allowed on ship, and from scale to ship's side or hoppers on other side two men are to be allowed.

That outside of the ship one lander is to be allowed, except for work done on Bristol Harbour Railway Wharf, below what is known as the Big Crane, when after the fender is down, owing to special distance of rails from ship's side, two landers are to be allowed for all railway trucks, and three landers for local wagons when same are outside the railway lines.

That all local wagons are to be brought alongside ship's side when possible.

That at Avonmouth only, when lowering over ships side in sacks, from American liners only, an extra man is to be allowed to each gang for snortering and lowering, directly same becomes necessary, who is to be paid at the same rate as truckers. This does not apply to boats of a smaller type than the ss. "Lycia" now unning to Avonmouth.

That landers on hulks be paid 4d. per 100 bushels per man.

That in the case of heated cargoes, when the temperature exceeds 102deg. Fahrenheit, an extra ½d. per 100 bushels per man be paid, and the additional payment to be subject to withdrawal on the same basis as that applicable to extra busheller.

That landers ex ship into shed have three landers to fill the shed throughout after fender down.

Turning out Ex Store.

That 3½d. per 100 bushels per man be paid for deliveries from all the Docks Committee's Granaries, and 4d. per 100 bushels per man for all deliveries ex sheds.

Trimming to and from Elevator.

5s. 6d. per man per day.

Taking into Store from Railway Wagons.

Four men to be employed at 3½d. per 100 bushels per man.

Oil Cake, in and out of Store.

1½d. per ton to be paid for turning out of store. For putting into store, same rates as at present, viz., 2d per ton.

Winching by Hand.

4d. per 100 bushels to be paid.

Rates of Pay for Holiday Work.

Sundays Christmas Day Good Friday	Double Pay.
Bank Holidays	Night Work Rates.

Hours of Labour.

From and including March 1st to October 31st	8 a.m. to 6 p.m.
From and including November 1st to February 28th	8 a.m. to 4 p.m.

Saturdays, 8 a.m. to 1.30 p.m. Overtime to commence half an hour after stopping time.

The Board has also resolved that until further notice, should an arbitration be demanded by either the merchants or the men, the Dockers Union be asked to name an arbitrator to meet the merchants arbitrator, and in case of disagreement between the said arbitrators and their failure to choose an umpire, the Board proceed at once to name an umpire to act in the case, whose decision shall be final. Four members of the Board to constitute a quorum for the selection of an umpire.

The arrangements as to the conditions of labour to come into force from the date of this notice.

Yours faithfully,

Signed CHARLES ADAMS,

Chairman.

Messrs. The Bristol Docks Committee, Bristol.

Appendix.
14th Day, No. 1.

FOURTEENTH DAY.

1. TABLE showing the DETENTION to certain STEAMERS belonging to Messrs. ELDER, DEMPSTER & COMPANY, through BREAKING DOWN of CRANES, and WAITING for DOCK COMPANY'S CRAFT at MILLWALL DOCK.

(Handed in by Mr. A. L. Jones on the Fourteenth Day. See Question 4827).

	S.S. "STRATHNEVIS."
6th July, 1900	2 Gangs (25 men), detained 1 hour
	S.S. "OCEANO."
22nd July, 1900	16 men detained one hour.
	S.S. "STRATHNEVIS."
16th August, 1900	14 men detained 1 hour.
15th August, 1900	10 men detained 1 hour.
	S.S. "MONTREAL."
14th August, 1900	39 men detained 1 hour.
16th August, 1900	4 men detained 1 hour.
	S.S. "MONTAUK."
1st September, 1900	10 men detained 1 hour.
	S.S. "MONMOUTH."
14th September, 1900	16 men detained 1 hour.
	S.S. "MONTREAL."
2nd September, 1900	13 men detained 1 hour.
	S.S. "YOLA."
12th November, 1900	24 men detained 4 hours.
,, ,, ,,	24 men detained 3 hours.

2. TABLE showing the HOURS of LABOUR WORKED at various PORTS in ENGLAND and on the CONTINENT.

(*Handed in by Mr. A. L. Jones on the Fourteenth Day. See Question 4827.*)

		Dinner.	Actual Hours at Work.	Pay per Day.
AVONMOUTH.				
General—				
1st May to 31st October	8 a.m. to 6 p.m.	1	9	—
1st November to 28th February,	8 a.m. to 5 p.m.	1	8	—
Grain—				
1st March to 31st October	8 a.m. to 6 p.m.	1	9	5/6
1st November to 28th February,	8 a.m. to 4 p.m.	½	7½	5/6
BREMERHAVEN.		Breakfast and Dinner.		
Summer	6 a.m. to 6 p.m.	2	10	4/6
Winter	6.30 a.m. to 6 p.m.	1½	10	4/6
HAMBURG.				
Summer	6 a.m to 6 p.m.	2	10	4/8
Winter	7 a.m. to 5 p.m.	2	8	4/8
ROTTERDAM.				
General Cargo and Wood	7 a.m. to 9 p m.	say 2	12	4/5
Grain	7 a.m. to 4 p.m.	1	8	4/5
Ore and Coal	Day and night			
LIVERPOOL.				
——	7 a.m. to 5 p.m.	1	9	5/-
LONDON.				
*Grain	8 a.m. to 5 p.m.	1	8	6/- to 7/-
General and Wood	7 a.m. to 5 p.m.	1	9	6/- to 7/-
ANTWERP.				
March 1st to 31st	7 a.m. to 6 p.m.	2½	8½	4/6
April 1st to September 30th	7 a m. to 7 p.m.	3	9	4/6
October 1st to 31st	7 a.m. to 6 p.m.	2½	8½	4/6
November 1st to February 28th,	7.30 a.m. to 5 p.m.	—	7½	4/6

* The Millwall Dock Company pay the Grain labourers piecework at 16/6 per 100 quarters, which means the men make 15/- to 25/- per day, and there is generally plenty of work for them.

Appendix.
4th Day, No. 3.

3. TABLE showing the TIME taken to DISCHARGE certain VESSELS belonging to Messrs. ELDER, Year
(*Handed in by Mr. A. L. Jones*,

STEAMER. MONTREAL TO LONDON	Arrived	Sailed.	Quantity of Cargo Handled. Tons.	Hours Occupied. Working.
"Manchester Corporation"	April 24th	April 29th	2,220	53
"Arnage"	May 7th	May 12th	1,715	66
"Oceano"	May 29th	June 7th	8,154	102
"Arnage"	June 18th	June 24th	4,918	84
"Strathnevis"	July 2nd	July 7th	4,883	72
"Oceano"	July 16th	July 26th	7,398	120
"Arnage"	July 29th	Aug. 9th	4,957	116
"Montreal"	Aug. 6th	Aug. 24th	6,683	170
"Strathnevis"	Aug. 13th	Aug. 22nd	3,877	98
"Montauk"	Aug. 28th	Sept. 6th	6,298	108
"Oceano"	Sept. 3rd	Sept. 20th	6,915	118
"Arnage"	Sept. 12th	Sept. 21st	3,191	85
"Yola"	Sept. 21st	Oct. 4th	5,554	109
"Montreal"	Sept. 25th	Oct. 9th	6,821	121
"Andoni"	Sept. 20th	Oct. 12th	4,034	124
"Montauk"	Oct. 13th	Oct. 25th	6,719	114
			84,137	1,660

STEAMER. NEW ORLEANS TO LONDON.	Arrived	Sailed.	Quantity of Cargo Handled. Tons.	Hours Occupied. Working.
"Boxgrove"	Jan. 23rd	Jan. 31st	4,085	70
"Wakefield"	Feb. 27th	Mar. 6th	2,929	66
"Montpelier"	Mar. 25th	Mar. 28th	1,472	36
"Blairmore"	May 26th	June 1st	2,389	56
"Loango"	June 16th	June 23rd	3,577	80
"Incemore"	June 17th	June 25th	3,654	86
"Monmouth"	Sept. 8th	Sept. 21st	5,746	116
"Loango"	Sept. 23rd	(Fin. Oct. 4th)	3,218	95
		(Sail Oct. 7th)	27,070	605
	MONTREAL		84,137	1,600
	NEW ORLEANS		27,070	605
			111,207	2,265

DEMPSTER & COMPANY in the MILLWALL DOCK and the SURREY COMMERCIAL DOCKS during the 1900.

on the Fourteenth Day. See Question 4830.)

Appendix. 14th Day, No. 3. —continued.

Days of 24 Hours.	Hours in Dock.	Deals Discharged at Millwall Dock. Tons.	Deals Discharged at Surrey Dock. Tons.	
2 5	132	—	—	
2 18	120	—	—	
4 6	225	2,010	565	
3 12	151	722	12	
3 —	137	714	50	
5 —	236	2,648	198	
4 20	260	445	55	
7 2	427	2,075	180	Detained at Gravesend ; waiting for water 3 days
4 2	216	531	670	
4 12	218	2,168	440	
4 22	312	4,125	90	Detained at Gravesend September 3rd-7th—1.30 p.m.—say 3 days—waiting for water.
3 13	225	1,017	110	
4 13	336	2,534	—	
5 1	360	2,761	55	
5 4	393	—	3,257	Detained at Gravesend from 20th to 26th, p.m. tide ; Surrey Dock full ; could not take her in.
4 18	288	2,699	—	
64 4	Say 51 Tons per Hour.	24,449	5,682	

Days of 24 Hours.	Hours in Dock.	Deals Discharged at Millwall Dock. Tons.	Deals Discharged at Surrey Dock. Tons.	
2 22	192	—	—	
2 18	168	—	—	
1 12	89	—	—	
2 8	120	—	—	
3 8	180	—	—	
3 14	187	—	—	
4 20	320	—	—	
3 23	276	—	—	
25 5	Say 44 Tons per Hour.			
	Say 49 Tons per Hour.			

4. TABLE showing the COMPARATIVE PORT CHARGES and the TIME OCCUPIED in DISCHARGING a MODERN CARGO STEAMER of a Tonnage of 3,388 tons gross and 2,202 nett, at various PORTS in ENGLAND and on the CONTINENT.

(Handed in by Mr. A. L. Jones on the Fourteenth Day. See Question 4831.)

	Avonmouth.	3 Days.	Liverpool.	3 Days.	Hamburg.	7 Days.	Rotterdam.	5 Days.	Antwerp.	6 Days.	Bremerhaven.	4 Days.	London.	6 Days.
PORT DUES.—	£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.	
Harbour and River Dues	—		—		—		30 0 0		—		—		7 17 3	
Dock and Quay Dues	146 9 4		146 9 4		183 8 11		—		55 0 0		109 0 0		125 17 0	
Pilotage	13 9 0		11 0 0		16 0 0		30 0 0		36 0 0		16 0 0		22 13 9	
Tug Hire	4 0 0		8 10 0		11 0 0		5 0 0		5 0 0		9 0 0		10 0 0	
Boatmen	1 1 0		6 0 0		2 0 0		1 0 0		3 10 0		2 0 0		4 0 0	
	£164 19 4		171 19 4		212 8 11		66 0 0		99 10 0		136 0 0		170 8 0	
STEVEDORING.—														
Discharging:														
2000 tons Grain 1500 ,, General 1000 ,, Lumber	243 15 0		137 10 0		140 18 7		100 0 0 —		114 11 8		132 0 0		182 1 8	
Overtime	—		42 0 0		24 0 0		15 0 0		5 0 0		18 0 0		34 6 0	
Tallying	—		—		19 12 0		35 0 0		21 0 0		30 0 0		47 5 8	
Crane and Winch Hire	—		—		—		—		20 0 0		—		24 18 9	
	£243 15 0		179 10 0		184 10 7		150 0 0		160 11 8		180 0 0		288 12 1	
Total	£408 14 4		351 9 4		396 19 6		216 0 0		260 1 8		316 0 0		459 0 1	

5. TABLE showing the COMPARATIVE PORT CHARGES, and the TIME OCCUPIED in DISCHARGING a MODERN CARGO STEAMER of a tonnage of 9,040·77 gross, and 5,146 nett, at various PORTS in ENGLAND and on the CONTINENT.

(Handed in by Mr. A. L. Jones on the Fourteenth Day. See Question 4831.)

	Avonmouth.	3 Days.	Liverpool.	3 Days.	Hamburg.	14 Days.	Rotterdam.	14 Days.	Antwerp.	14 Days.	Bremerhaven.	14 Days.	London.	14 Days.
PORT DUES.—	£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.	
Harbour and River Dues	—		—		—		80 0 0		—		—		16 1 7	
Dock and Quay Dues -	343 14 8		343 14 8		369 8 2		—		150 0 0		310 0 0		257 6 0	
Pilotage - - - -	25 3 4		24 15 6		24 1 7		45 0 0		57 0 0		17 4 7		30 6 0	
Tug Hire - - -	8 0 0		24 0 0		15 13 9		9 0 0		16 0 0		16 1 0		59 11 9	
Boatmen - - -	3 0 0		11 0 0		1 19 2		1 10 0		5 0 0		3 8 0		5 0 0	
	£379 18 0		403 10 2		411 2 8		135 10 0		228 0 0		346 13 7		368 5 4	
STEVEDORING.—														
Discharging—														
5000 tons Grain 3000 ,, General 2000 ,, Lumber -	583 6 4		391 13 0		348 7 7		220 0 0		243 15 0		275 0 0		374 17 8	
Overtime - - -	—		130 0 0		50 0 0		30 0 0		50 0 0		50 0 0		131 15 10	
Tallying - - - -	—		—		44 0 0		60 0 0		60 0 0		60 0 0		56 8 8	
Crane and Winch Hire -	—		—		—		—		50 0 0		—		29 7 6	
	£583 6 4		521 13 0		442 7 7		310 0 0		403 15 0		385 0 0		592 9 8	
Total - -	£963 4 4		925 3 0		853 10 3		445 10 0		631 15 0		731 13 7		960 15 0	

LIBRARY

6. TABLE giving PARTICULARS of the DREDGERS belonging to the TRUSTEES of the CLYDE NAVIGATION.

(Handed in by Mr. T. R. Mackenzie on the Fourteenth Day. See Question 5022).

Dredge	General Dimensions of Hull.						Draft in Working Conditions.				Greatest Depth can Dredge to.		Single or Double Ladder.	Nominal H.P.	Capable of Lifting in Ordinary Material.
	Length.		Breadth.		Depth.		Forward.		Aft.						
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.			Cubic Yards per Hour.
No. 1 Barge Loading Machine - -	158	0	32	4	10	0	6	0	7	6	32	0	Double	50	
No 8 „ „ - -	161	0	29	0	10	0	6	6	7	6	32	6	Single	75	150 to 300
No. 9 „ „ - -	161	0	29	0	10	0	7	0	7	0	32	6	Single	75	
"Cairndhu" „ „ - -	194	2	37	2	12	0	8	0	8	0	40	0	Single	90	300 to 600
No. 7 Punt Loading Machine - -	128	6	23	6	9	0	4	6	5	0	34		Single	25	40 to

HOPPER BARGES.

1 Barge carries 240 cubic yards or 300 tons of Sand 13 Barges carry 320 cubic yards or 400 tons of Sand	35 to 65 nominal h.p., average speed about 7½ miles per hour.
2 Barges carry 750 cubic yards or 1,000 tons of Sand 4 Barges carry 900 cubic yards or 1,200 tons of Sand	160 nominal h.p., average speed about 9½ miles per hour.

20 Total number of Barges.

7 TABLE of the QUANTITIES and COST of DREDGING and DEPOSITING by the CLYDE NAVIGATION TRUSTEES' PLANT during TEN YEARS ended 30th June, 1899.

(*Handed in by Mr. T. R. Mackenzie, on the Fourteenth Day. See Question 5022.*)

Year ended 30th June.	Silt or Deposit.	New Material	On Loan Account.	Total.	Cost Per Annum.
	Cubic Yards	Cubic Yards.	Cubic Yards.	Cubic Yards.	£ s. d.
1890	829,024	528,568	55,920	1,413,512	39,914 0 7
1891	903,816	335,704	54,160	1,293,680	38,611 0 0
1892	824,096	651,648	123,240	1,598.984	40,268 13 7
1893	491,786	1,235,340	114,232	1,841,358	49,146 11 2
1894	1,247,419	1,046,249	17,312	2,310,980	50,292 6 2
1895	581,746	1,937,260	59,040	2,578,046	59,587 8 4
1896	997,269	1,223,787	65,712	2,286,768	53,750 14 4
1897	1,025,697	1,167,003	440	2,193,140	49,661 8 6
1898	1,039,760	947,777	87,360	2,074,897	51,550 6 5
1899	818,429	1,130,863	81,728	2,031,020	51,977 18 2
Total for 10 Years.	8,759,042	10,204,199	659,144	19,622,385	484,760 7 3

The Dredged Material is deposited at sea 3 miles off Garroch Head, a distance of 46 miles from Glasgow Bridge. See Map of District.

A small proportion of the Dredgings is deposited on low-lying ground along a certain part of the River.

The Dredging Plant consists of 5 Dredgers, 1 Floating Digger, 20 Hopper Barges, 1 Tug Steamer, 2 Diving Bells, and about 183 Timber Punts, each capable of carrying about 8 cubic yards of Dredgings

8. TABLE showing the GROSS REVENUE and EXPENDITURE of the CLYDE NAVIGATION TRUSTEES for the TEN YEARS ending 1899.

(Handed in by Mr. T. R. Mackenzie on the Fourteenth Day. See Question 5024).

Year ended 30th June.	Receipts other than from Loans.					Expenditure Not Defrayed out of Loans.								Loan Transactions.			
	Import and Export Tonnage or Ballast Dues.	All other Tolls and Dues, also Rents.	Sale of Materials.	All other Sources.	Total.	Making New and Maintaining Old Works, Repairs.	Lighting, Buoys and Beacons, Anchors, Chains, Cables, &c.	Loans.		Rent, Rates and Taxes, also Insurance.	Salaries and Collectors' Commission.	All other Expenditure.	Total.	Borrowed during the Year.	Expended out of Loans during Year.	Loans outstanding at the close of the Year.	Sinking Fund remaining at close of the Year.
								Payments into Sinking Fund.	Interest.								
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1890	73,642	281,030	952	578	356,202	95,650	4,336	16,319	187,568	17,848	14,442	20,039	356,202	317,108	269,621	4,575,318	16,368
1891	74,924	278,163	1,119	375	354,581	87,635	5,590	18,402	186,321	19,441	14,646	22,546	354,581	212,550	152,928	4,634,940	18,412
1892	79,473	286,378	1,366	2,009	369,226	96,503	4,948	18,878	189,520	19,618	15,248	24,511	369,226	383,814	255,704	4,763,050	18,887
1893	77,270	288,961	945	1,322	368,498	96,775	4,313	20,815	193,108	20,135	16,177	17,175	368,498	443,614	258,241	4,948,423	20,826
1894	79,441	290,767	1,073	696	371,977	107,238	5,379	21,738	198,486	21,515	16,222	1,399	371,977	236,091	201,058	5,163,719	—
1895	77,445	274,542	1,107	719	353,813	94,860	6,350	9,798	203,927	21,069	16,907	902	353,813	193,702	173,120	5,335,571	9,839
1896	86,389	317,463	960	706	405,518	105,448	6,117	23,653	204,225	22,281	17,790	26,004	405,518	75,033	186,156	5,400,754	23,679
1897	87,033	321,395	1,070	692	410,190	114,594	6,918	28,172	199,759	23,173	18,066	19,508	410,190	80,505	139,296	5,457,479	28,187
1898	95,404	333,431	546	946	430,327	122,990	6,489	31,952	197,589	25,408	18,554	27,345	430,327	179,901	188,235	5,609,180	31,939
1899	97,651	328,741	643	908	427,943	126,854	7,636	35,374	199,471	28,940	19,684	9,974	427,943	159,246	179,955	5,736,325	35,212

Treasurer's Office:
Glasgow, 20th November 1900

THOMAS ADAM,
Treasurer.

9. TABLE of STATISTICS of VESSELS ENTERING GLASGOW HARBOUR for the FIVE YEARS ending 1900.

(Handed in by Mr. T. R. Mackenzie on the Fourteenth Day. See Question 5031.)

Year ended 30th June.	Number of Vessels.							Total Net Register Tonnage.
	Under 500 Tons.	500 to 1,000 Tons.	1,000 to 2,000 Tons.	2,000 to 4,000 Tons.	4,000 to 6,000 Tons.	Above 6,000 Tons.	Total.	
1896	14,365	1,156	527	341	1	0	16,390	3,948,482
1897	14,605	763	642	429	1	0	16,440	4,082,052
1898	15,167	748	640	423	8	0	16,986	4,316,308
1899	14,315	687	647	477	9	0	16,135	4,358,738
1900	14,051	738	617	469	22	2	15,899	4,361,597

Appendix
14th Day, No 10

10. A SPECIFIC ACCOUNT of the QUANTITIES of the VARIOUS ARTICLES IMPORTED and

(Handed in by Mr. T. R. Mackenzie

DESCRIPTION OF GOODS.	1898-99.				1899-1900.			
	FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.	
	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Alabaster	—	—	—	—	—	—	2	—
Ale, Beer, and Porter	11	34,240	3,600	9,839	87	31,697	3,740	10,081
Antimony	—	—	3	—	5	1	2	—
Argols	132	1	1	—	—	—	—	—
Arms for Telegraph Poles	—	—	—	—	—	—	—	41
Arsenic	—	33	92	—	—	26	92	—
Asbestos	492	36	8	44	414	44	10	25
Asbestos Rock (Non-fibrous), Ground	—	—	—	—	26	—	—	—
Asphalt	167	176	341	49	48	65	10	10
Bales and Boxes containing Goods not specified	16,752	67,056	38,620	60,714	6,109	71,824	44,737	62,469
Barium Rock, in bulk	—	1	266	—	—	60	192	—
Bark	418	—	118	10	104	1	397	1
Barytes	1,677	21	755	316	3,375	7	386	130
Bath Bricks	—	429	725	19	—	312	939	32
Blacking	35	266	761	127	63	25	772	16
Blood, Liquid	—	—	—	—	42	50	3	—
Blood prepared for Manure	—	325	—	—	—	458	—	43
Bobbins	122	46	1	6	147	2	—	3
Bones and Bone Dust	1,613	136	203	323	3,639	86	85	188
Boracite or Turkish Limestone	—	—	75	53	—	—	1,173	1
Borate of Lime	—	6	859	7	—	—	407	—
Bottles, Glass	8	245	482	1,074	28	245	377	986
Brass	14	168	1,324	143	36	99	834	185
Brass Ashes	7	—	28	31	11	—	40	—
Bricks	8	63,989	6,428	12,954	174	76,346	7,531	14,608
Brimstone	3,975	104	161	110	3,397	37	27	65
Broken Bottles or Cullet	2	—	29	20	1	—	46	5
Brooms and Brushes	98	—	104	4	74	—	93	14
Cables and Cordage	14	172	1,435	111	158	359	1,062	346
Cake, Feeding, of all kinds	7,266	31	1,876	4,135	7,933	59	1,963	5,077
Candles	24	127	34	3,374	—	7	39	3,262
Canes, Manilla and Rattan	—	—	205	12	—	—	94	3
Carrots	—	—	486	7	—	—	507	16
Casks containing Goods not specified	5,648	15,878	15,530	20,950	2,592	16,120	4,956	18,371
Cement, Ground, Portland and Roman	24,408	463	69,884	2,767	27,781	451	77,393	2,971
Cement Shell	—	—	210	—	—	—	—	—
Chalk	72	16	3,824	25	18	12	3,929	—
Chalk Ground	184	20	—	—	69		—	—
Charcoal, Bone	—	—	—	—	—	632	—	—
Carry forward								

EXPORTED at the PORT of GLASGOW for the Two YEARS ending 30th June, 1900.
on the Fourteenth Day. See Question 5032).

INCREASE.				DECREASE.				DESCRIPTION OF GOODS.
FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.		
IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
—	—	2	—	—	—	—	—	Alabaster.
76	—	140	242	—	2,543	—	—	Ale, Beer, and Porter.
5	1	—	—	—	—	1	—	Antimony.
—	—	—	—	132	1	1	—	Argols.
—	—	—	41	—	—	—	—	Arms for Telegraph Po...
—	—	—	—	—	7	—	—	Arsenic.
—	8	2	—	78	—	—	19	Asbestos.
26	—	—	—	—	—	—	—	Asbestos Rock (Non-fibrous), Ground
—	—	—	—	119	111	331	39	Asphalt.
—	4,768	6,117	1,755	10,643	—	—	—	Bales and Boxes containing Goods not specified.
—	59	—	—	—	—	74	—	Barium Rock, in bulk.
—	1	279	—	314	—	—	9	Bark.
1,698	—	—	—	—	14	369	186	Barytes.
—	—	214	13	—	117	—	—	Bath Bricks.
28	—	11	—	—	241	—	111	Blacking
42	50	3	—	—	—	—	—	Blood, Liquid.
—	133	—	43	—	—	—	—	Blood prepared for Manure.
25	—	—	—	—	44	1	3	Bobbins.
2,026	—	—	—	—	50	118	135	Bones and Bone Dust.
—	—	1,098	—	—	—	—	52	Boracite or Turkish Limestone.
—	—	—	—	—	6	452	7	Borate of Lime.
20	—	—	—	—	—	105	88	Bottles, Glass.
22	—	—	42	—	69	490	—	Brass.
4	—	12	—	—	—	—	31	Brass Ashes.
166	12,357	1,103	1,654	—	—	—	—	Bricks.
—	—	—	—	578	67	134	45	Brimstone.
—	—	17	—	1	—	—	15	Broken Bottles or Cullet.
—	—	—	10	24	—	11	—	Brooms and Brushes.
144	187	—	235	—	—	373	—	Cables and Cordage.
667	28	87	942	—	—	—	—	Cake, Feeding, of all kinds.
—	—	5	—	24	57	—	112	Candles.
—	—	—	—	—	—	111	9	Canes, Manilla and Rattan.
—	—	21	9	—	—	—	—	Carrots.
—	242	—	—	3,056	—	10,574	2,579	Casks containing Goods not specified.
3,373	—	7,509	204	—	12	—	—	Cement, Ground, Portland and Roman.
—	—	—	—	—	—	210	—	Cement, Shell.
—	—	105	—	54	4	—	22	Chalk.
—	—	—	—	115	17	—	—	Chalk, Ground
—	632	—	4	—	—	—	—	Charcoal, Bone.

Appendix.

14th Day, No. 10 —continued.

10. A Specific Account of the quantities of the various articles Imported and

DESCRIPTION OF GOODS.	1898-99.				1899-1900.			
	FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.	
	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTE	XPORTED
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Brought forward - -								
Charcoal, Spent - - - - -	22	56	—	—	—	52	127	—
Charcoal, Wood - - - - -	265	374	113	708	178	499	56	731
CHEMICALS—								
Acetate of Lime - - - -	369	100	111	453	126	—	105	113
Acids of all kinds - - - -	137	2,914	750	1,167	84	3,487	656	1,391
Alum of all kinds - - - -	22	263	869	259	2	490	1,011	235
Ammonia - - - - - -	—	283	193	27	3	1,042	301	43
Ashes - - - - - - -	29	—	—	—	49	—	1	—
Bleaching Powder - - -	—	1,600	1,843	121	83	1,691	2,113	138
Calcium - - - -	—	—	84	—	—	—	271	4
Carbide of Calcium - - -	—	—	—	—	—	—	18	—
Epsom Salts - - - - -	13	459	27	127	—	659	7	508
Glauber Salts - - - - -	—	278	19	42	—	168	4	72
Muriates - - - - - -	—	7	19	33	—	—	3	—
Potash of all kinds - - -	24	1,788	57	580	95	1,936	63	669
Saltpetre - - - - - -	6	1	156	16	—	2	23	17
Sodas not otherwise rated - -	590	1,042	13,569	1,436	212	1,077	14,046	1,687
Waste Salts - - - - - -	60	416	27	535	—	403	14	862
Not otherwise rated - - -	6	266	237	76	108	931	993	148
Chrome Ore - - - - - -	5,782	606	525	—	4,168	—	497	—
Cider - - - - - - - -	62	—	74	26	43	—	75	12
Clay, China, and Stone - - -	30	9,067	28,159	1,690	—	11,854	26,951	3,118
Clay Pipes - - - - - -	1	1,544	—	6,285	1	1,263	21	4,585
Clay, Fire-clay Goods - - -	—	690	2	1,068	19	1,473	17	1,189
Clocks and Clockwork Material -	101	—	38	—	150	—	24	2
Coal - - - - - - -	—	1,059,161	5,950	351,837	—	1,036,746	8,769	391,223
Coal Briquettes (Cargo) - - -	—	—	—	—	—	50	—	—
Coal, Bunker for the Vessel's use -	—	753,865	—	284,764	—	736,461	—	277,382
Cobalt Ore - - - - - -	66	—	215	—	1,497	—	—	—
Cocoa - - - - - - - -	4	—	5	—	1	—	—	—
Coffee - - - - - - - -	2	276	280	—	26	734	204	2
Coir—Coir Fabric, Matting, Rope and Yarn - - - -	199	195	710	629	317	79	393	293
Coke - - - - - - - -	—	4,896	—	2,779	—	9,501	8	2,700
Confections - - - - - -	623	823	1,084	7,396	819	1,052	1,140	7,651
Copper - - - - - - - -	78	32	3,077	123	882	47	2,242	94
Copper Cinders, Dross and Slag -	—	—	2	13	—	—	—	5
Copper Manufactures - - -	186	7	77	223	57	8	65	44
Copper, Old - - - - - -	—	—	—	—	10	—	51	28
Carry forward - - -								

xported at the Port of Glasgow for the two years ending 30th June 1900—*continued.*

Appendix.

14th Day, No. 10 —continued.

INCREASE.				DECREASE.				DESCRIPTION OF GOODS.
FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.		
IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
—	—	127	—	22	4	—	—	Charcoal, Spent.
—	125	—	23	87	—	57	—	Charcoal, Wood.
								CHEMICALS—
—	—	—	—	243	100	6	340	Acetate of Lime.
—	573	—	224	53	—	94	—	Acids of all kinds.
—	227	142	—	20	—	—	24	Alum of all kinds.
3	759	108	16	—	—	—	—	Ammonia.
20	—	1	—	—	—	—	—	Ashes.
83	91	270	17	—	—	—	—	Bleaching Powder.
—	—	187	4	—	—	—	—	Calcium.
—	—	18	—	—	—	—	—	Carbide of Calcium.
—	200	—	381	13	—	20	—	Epsom Salts.
—	—	—	30	—	110	15	—	Glauber Salts.
—	—	—	—	—	7	16	33	Muriates.
71	148	6	89	—	—	—	—	Potash of all kinds.
—	1	—	1	6	—	133	—	Saltpetre.
—	35	477	251	378	—	—	—	Sodas not otherwise rated.
—	—	—	327	60	13	13	—	Waste Salts.
102	665	756	72	—	—	—	—	Not otherwise rated.
—	—	—	—	1,614	606	28	—	Chrome Ore.
—	—	1	—	19	—	—	14	Cider.
—	2,787	—	1,428	30	—	1,208	—	Clay, China, and Stone.
—	—	21	—	—	281	—	1,700	Clay Pipes.
19	783	15	121	—	—	—	—	Clay, Fire-clay Goods.
8,620	24,860	18,854	8,178	17,683	4,481	14,945	5,573	
49	—	—	2	—	—	14	—	Clocks and Clockwork Material.
—	—	2,819	39,386	—	22,415	—	—	Coal.
—	50	—	—	—	—	—	—	Coal Briquettes (Cargo).
—	—	—	—	—	17,404	—	7,382	Coal, Bunker, for the Vessel's use.
1,431	—	—	—	—	—	215	—	Cobalt Ore.
—	—	—	—	3	—	5	—	Cocoa.
24	458	—	2	—	—	76	—	Coffee.
118	—	—	—	—	116	317	336	Coir—Coir Fabric, Matting, Rope and Yarn.
—	4,605	8	—	—	—	—	79	Coke.
196	229	56	255	—	—	—	—	Confections.
804	15	—	—	—	—	835	29	Copper.
—	—	—	—	—	—	2	8	Copper Cinders, Dross, and Slag.
—	1	—	—	129	—	12	179	Copper Manufactures
10	—	51	28	—	—	—	—	Copper, Old.

Appendix.

14th Day, No. 10 —continued.

10.—A Specific Account of the quantities of the various articles Imported and

DESCRIPTION OF GOODS.	1898-99.				1899-1900.			
	FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.	
	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Brought forward								
Copper Ore	38,582	—	—	4	42,598	—	9	—
Copperas	—	986	580	50	—	833	397	50
Corkwood	1705	43	123	118	1,757	78	137	144
Corkwood Shavings	1329	—	43	—	2,079	—	18	10
Corkwood, Waste or refuse	26	—	—	—	—	—	—	10
CORN, &c.—								
Barley	44,096	317	2,309	2,105	32,796	248	1,770	2,186
Beans	11,438	—	2,445	377	11,799	1	1,968	347
Dari Seed	—	—	6	—	—	—	—	—
Indian Corn	210,220	80	660	8,048	182,400	110	860	4,791
Lentils	—	—	310	14	—	3	228	4
Locust Beans	—	—	—	—	823	—	—	8
Muttor	1,810	—	—	—	709	150	—	—
Oats	23,086	33	7,710	2,453	20,550	434	7,886	4,484
Pease	25,832	20	39	478	34,738	51	685	408
Rye	25,810	—	130	38	21,137	—	46	430
Tares	—	—	—	18	—	—	—	31
Wheat	76,175	—	2,013	739	89,417	408	500	2,145
CORN, &c.—*Manufactured*—								
Barley Meal and Flour	—	—	3	7	6,151	—	—	221
Flourine	13	—	—	—	28	—	—	—
Hominy	28	—	—	—	77	—	—	—
Indian Corn Flour and Meal	351	1,727	354	2,233	583	1,306	27	1,183
Malt	—	1,271	251	6,806	176	575	231	7,958
Oatmeal	7,046	804	,376	10,860	6,561	819	3,567	12,130
Pease and Bean Meal	326	1	519	1,201	15	—	115	1,351
Wheat Flour	179,554	143	5,550	19,361	201,073	35	3,567	22,000
CORN, &c.—*Horse and Cattle Food*—								
Barley Dust	—	—	—	28	—	—	—	2
Bran	1,598	—	689	4,871	2,465	21	605	4,759
Draff and Refuse Grain (*Wet or Desiccated*)	—	—	1,458	428	—	—	2,046	759
Indian Corn Husks Ground	17	—	—	2,228	8	—	27	3,258
Malt Combings	—	—	87	395	—	—	64	61
Pollards or Common Thirds	—	—	—	—	54	—	2	344
Sharps or Fine Thirds	—	—	61	40	—	—	6	1,757
Shudes, or Shellings	—	—	438	358	—	—	458	1,173
Cotton Manufactures	22	102	—	—	8	265	—	33
Cotton Oil Refuse	—	—	—	77	—	—	—	50
Cotton Rags	11	484	9	—	14	800	619	183
Cotton Seed	1,873	—	703	45	—	—	202	—
Carry forward								

Exported at the Port of Glasgow for the two years ending 30th June 1900—*continued.*

INCREASE.				DECREASE.				DESCRIPTION OF GOODS.
FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.		
IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
4,016	—	9	—	—	—	—	4	Copper Ore.
—	—	—	—	—	153	183	—	Copperas.
52	35	14	26	—	—	—	—	Corkwood.
750	—	—	10	—	—	25	—	Corkwood Shavings.
—	—	—	10	26	—	—	—	Corkwood, Waste or Refuse.
—	—	—	81	11,300	69	539	—	CORN, &c.— Barley.
361	1	—	—	—	—	477	30	Beans.
—	—	—	—	—	—	6	—	Dari Seed.
—	30	200	—	27,820	—	—	3,257	Indian Corn.
—	3	—	—	—	—	82	10	Lentils.
823	—	—	8	—	—	—	—	Locust Beans.
—	150	—	—	1,101	—	—	—	Muttor.
—	401	176	2,031	2,536	—	—	—	Oats.
3,906	31	646	—	—	—	—	70	Pease.
—	—	—	392	4,673	—	84	—	Rye.
—	—	—	13	—	—	—	—	Tares.
13,242	408	—	1,406	—	—	1,513	—	Wheat.
6,151	—	—	214	—	—	3	—	CORN, &c.—*Manufactured*— Barley Meal and Flour.
15	—	—	—	—	—	—	—	Flourine.
49	—	—	—	—	—	—	—	Hominy.
252	—	—	—	—	421	327	1,050	Indian Corn Flour and Meal.
176	—	—	1,152	—	696	20	—	Malt.
—	15	191	1,270	485	—	—	—	Oatmeal.
—	—	—	150	311	1	404	—	Pease and Bean Meal.
—	—	—	2,639	—	108	1,983	—	Wheat Flour.
—	—	—	—	—	—	—	26	CORN, &c.—*Horse and Cattle Food*— Barley Dust.
867	21	—	—	—	—	84	112	Bran.
—	—	588	331	—	—	—	—	Draff and Refuse Grain (*Wet or Desiccated*).
—	—	27	1,030	9	—	—	—	Indian Corn Husks, Ground
—	—	—	—	—	—	23	334	Malt Combings.
54	—	2	344	—	—	—	—	Pollards or Common Thirds
—	—	—	1,717	—	—	55	—	Sharps or Fine Thirds.
—	—	20	815	—	—	—	—	Shudes, or Shellings.
—	163	—	33	14	—	—	—	Cotton Manufactures.
—	—	—	—	—	—	—	27	Cotton Oil Refuse.
3	316	610	183	—	—	—	—	Cotton Rags.
—	—	—	—	1,873	—	501	45	Cotton Seed.

Appendix.

14th Day, No. 10 —continued.

10. A Specific Account of the quantities of the various articles Imported and

DESCRIPTION OF GOODS.	1898-99.				1899-1900.			
	FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.	
	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Brought forward - - -								
Cotton Waste - - - - - -	29	—	288	220	2	46	737	455
Cotton Wool - - - - - -	497	329	5,357	22	—	—	4,861	—
Cream of Tartar - - - - -	311	6	326	53	350	13	229	—
Creosote - - - - - - -	—	15,524	9	1,190	—	11,364	5	1,339
Currants - - - - - -	—	—	457	4	—	1	279	1
Cutch - - - - - - -	723	16	249	172	1,152	85	278	130
Diatomite - - - - - -	—	—	292	29	—	—	358	—
Drugs not otherwise rated - -	3	8	397	—	16	4	320	2
Dust or Blacking, Founders' - -	—	43	1	380	93	234	40	1,025
Dyestuffs - - - - - -	350	1,422	797	837	1,937	1,017	625	742
Dyewoods - - - - - -	1,752	43	235	1	892	68	60	19
Earth, Fullers' - - - -	—	20	60	1	1	—	88	2
Earth Paint - - - - - -	103	43	72	2	64	39	18	7
Earthenware - - - - - -	35	3,505	53	4,946	28	3,299	164	4,702
Eggs - - - - - - - -	2,679	—	15,166	53	3,617	—	15,013	74
Empty Bags and Sacks - - -	—	152	1,059	989	20	410	1,512	2,728
Empty Boxes, Cases, Crates and Drums - - - - - -	—	—	—	—	26	24	7,402	5,611
Empty Casks of all kinds - -	2,516	282	14,192	9,833	1,679	672	6,023	4,374
Envelopes, Straw, for Bottles - -	306	—	629	2	197	10	415	7
Farina - - - - - - -	—	188	393	909	—	196	222	804
Feathers - - - - - - -	5	—	27	1	29	2	13	—
Felt of all kinds - - - -	—	220	630	35	—	191	699	59
Fibre not otherwise rated - -	—	—	—	—	21	6	208	11
Fire Lighters, Patent - - -	—	—	159	14	—	—	36	6
Fish - - - - - - - -	115	2,208	9,323	1,979	666	1,226	3,815	1,383
Flax - - - - - - -	64	216	164	163	96	75	173	24
Flax Seed - - - - - -	628	—	44	9	—	—	—	—
Flax Dust, or Shews - - -	—	—	68	3	—	—	57	28
Flints - - - - - - -	1,344	706	6,028	327	2,183	1,055	4,410	52
Floor Cloth and Oil Cloth - -	—	313	221	3,135	—	185	239	3,331
Flux Skimmings - - - -	—	32	121	446	13	213	143	532
Fowls - - - - - - -	—	—	1,638	3	—	—	1,554	49
Fruits - - - - - - -	56,216	90	6,582	861	51,828	504	7,482	808
Fuel, Patent - - - - -	—	362	—	3	—	313	—	—
Furniture - - - - - -	1,626	71	1,677	1,468	3,387	58	1,332	1,667
Gambier - - - - - - -	74	—	749	6	31	—	319	2
Gas Coal Cinders - - - -	—	8,336	—	5,131	—	2,940	—	3,398
Ginger - - - - - - -	27	—	358	3	—	—	337	11
Carry forward - -								

Exported at the Port of Glasgow for the two years ending 30th June 1900—*continued.*

INCREASE.				DECREASE.				DESCRIPTION OF GOODS.
FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.		
IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	
Tons	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
—	46	449	235	27	—	—	—	Cotton Waste.
—	—	—	—	497	329	496	22	Cotton Wool.
39	7	—	—	—	—	97	53	Cream of Tartar.
—	—	—	149	—	4,160	4	—	Creosote.
—	1	—	—	—	—	178	3	Currants.
429	69	29	—	—	—	—	42	Cutch.
—	—	66	—	—	—	—	29	Diatomite.
13	—	—	2	—	4	77	—	Drugs not otherwise rated.
93	191	39	645	—	—	—	—	Dust or Blacking, Founders'.
1,587	—	—	—	—	405	172	95	Dyestuffs.
—	25	—	18	860	—	175	—	Dyewoods.
1	—	28	1	—	20	—	—	Earth, Fullers'.
—	—	—	5	39	4	54	—	Earth Paint.
—	—	111	—	7	206	—	244	Earthenware.
938	—	—	21	—	—	153	—	Eggs.
20	258	453	1,739	—	—	—	—	Empty Bags and Sacks.
26	24	7,402	5,611	—	—	—	—	Empty Boxes, Cases, Crates, and Drums.
—	390	—	—	837	—	8,169	5,459	Empty Cask of all kinds.
—	10	—	5	109	—	214	—	Envelopes, Straw, for Bottles.
—	8	—	—	—	—	171	105	Farina.
24	2	—	—	—	—	14	1	Feathers.
—	—	69	24	—	29	—	—	Felt of all kinds.
21	6	208	11	—	—	—	—	Fibre not otherwise rated.
—	—	—	—	—	—	123	8	Fire Lighters, patent.
551	—	—	—	—	982	5,508	596	Fish.
32	—	9	—	—	141	—	139	Flax.
—	—	—	—	628	—	44	9	Flax Seed.
—	—	—	25	—	—	11	—	Flax Dust, or Shews.
839	349	—	—	—	—	1,618	275	Flints.
—	—	18	196	—	128	—	—	Floor Cloth and Oil Cloth.
13	181	22	86	—	—	—	—	Flux Skimmings.
—	—	—	46	—	—	84	—	Fowls.
—	14	900	—	4,388	—	—	53	Fruits.
—	—	—	—	—	49	—	3	Fuel, Patent.
1,761	—	—	199	—	13	345	—	Furniture.
—	—	—	—	43	—	430	4	Gambier.
—	—	—	—	—	5,396	—	1,733	Gas Coal Cinders.
—	—	—	8	27	—	21	—	Ginger.

Appendix.

Day, No. 10 continued.

10. A Specific Account of the quantities of the various articles Imported and

DESCRIPTION OF GOODS.	1898-99.				1899-1900.			
	FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.	
	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Brought forward - -								
Glass and Glassware - -	4,612	162	117	338	5,044	175	258	498
Glucose - - - - - - -	9,416	158	80	473	5,946	280	67	458
Glue - - - - - - -	318	74	249	44	387	48	210	71
Grass, Esparto - - -	15,882	—	—	—	11,664	—	433	
Grass, Palmetta - - - -	—	—	2	—	—	—	—	—
Grass, all other kinds - - -	—	—	—	3	—	—	55	—
Gravel - - - - - -	39	1	2,091	19	12	—	1,931	15
Grease - - - - -	143	480	1,048	642	323	386	908	1,028
Grindstones - - - - - -	11	150	—	14	1	127	1	6
Groceries - - - - - -	3	3	479	741	123	28	828	555
Guano and Phospho-Guano - -	2,640	616	50	753	1,066	664	297	224
Gum - - - - - - - -	40	91	110	3	134	70	174	12
Gypsum - - - - - - -	36	—	1	—	—	20	—	—
Hair - - - - - - -	1,991	47	300	123	2,264	49	182	81
Handles, Broom and Brush - -	574	4	87	49	488	1	166	23
Hardware - - - - - -	859	146	742	248	1,277	203	779	402
Hay - - - - - - -	13,546	2	8,998	1,524	15,317	—	14,087	1,367
Hemp - - - - - - -	343	13	2,496	26	261	11	1,961	17
Herrings, Salted, in Barrels - -	11	5,240	1,999	1,102	40	4,495	8,372	367
Hides—Dry, Wet, and Cuttings -	727	90	1,588	568	770	175	1,745	239
Honey - - - - - - -	2	—	1	—	22	—	10	—
Hoofs - - - - - - -	—	—	22	—	—	9	10	—
Hops - - - - - - -	123	4	49	19	97	3	70	31
Horns, Piths, and Slugs - - -	—	—	—	19	6	—	1	3
Ice - - - - - - - -	13,348	—	29	618	16,336	609	27	494
India-rubber - - - -	306	—	324	70	232	25	397	166
Ink - - - - - - -	14	230	50	15	49	447	67	20
IRON AND STEEL—								
Anchors and Chains - - -	3	112	184	225	—	21	309	68
Bar, Bolt, Rail, Rod, and Sheet -	15,033	68,429	8,549	58,183	10,183	123.614	8,088	59,989
Billets - - - - - - -	1,714	—	—	147	698	2,339	—	85
Blooms - - - - - -	31	3	—	541	594	733	514	540
Boilers - - - - - -	—	2,346	345	1,480	76	2,291	76	2,074
Bolts and Nuts - - - -	67	4,460	69	3,353	104	3,086	113	1,002
Castings dressed or fitted, for structural or other purposes	186	12,440	—	2	443	11,318	—	—
Castings of other kinds not otherwise rated - - - -	120	7,486	517	41,182	328	6,889	716	39,004
Fencing - - - - - -	27	2,066	27	1,057	10	1,896	3	1,877
Ferro Manganese - - -	414	10	—	—	146	317	34	—
Carry forward - - -								

Exported at the Port of Glasgow for the two years ending 30th June 1900—*continued.*

INCREASE.				DECREASE.				DESCRIPTION OF GOODS.
FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.		
IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
432	13	141	160	—	—	—	—	Glass and Glassware.
—	122	—	—	3,470	—	13	15	Glucose.
69	—	—	27	—	26	39	—	Glue.
—	—	433	100	4,213	—	—	—	Grass, Esparto.
—	—	—	—	—	—	2	—	Grass, Palmetta.
—	—	55	—	—	—	—	3	Grass, all other kinds.
—	—	—	—	27	1	160	4	Gravel.
180	—	—	386	—	94	140	—	Grease.
—	—	1	—	10	23	—	8	Grindstones.
120	25	349	—	—	—	—	186	Groceries.
—	48	247	—	1,573	—	—	529	Guano and Phospho-Guano.
94	—	64	9	—	21	—	—	Gum.
—	20	—	—	36	—	1	—	Gypsum.
273	2	—	—	—	—	118	42	Hair.
—	—	79	—	86	3	—	26	Handles, Broom and Brush.
418	57	37	154	—	—	—	—	Hardware.
1,771	—	5,089	—	—	2	—	157	Hay.
—	—	—	—	82	2	535	9	Hemp.
29	—	6,373	—	—	745	—	735	Herrings, Salted, in Barrels.
43	85	157	—	—	—	—	329	Hides—Dry, Wet, and Cuttings.
20	—	9	—	—	—	—	—	Honey.
—	9	—	—	—	—	12	—	Hoofs.
—	—	21	12	26	1	—	—	Hops.
6	—	1	—	—	—	—	16	Horns, Piths, and Slugs.
2,988	609	—	—	—	—	2	124	Ice.
—	25	73	96	74	—	—	—	India-rubber.
35	217	17	5	—	—	—		Ink.
—	—	125	—	3	91	—	157	Iron and Steel— Anchors and Chains.
—	55,185	—	1,806	4,850	—	461	—	Bar, Bolt, Rail, Rod, and Sheet
—	2,339	—	—	1,016	—	—	62	Billets.
563	730	514	—	—	—	—	1	Blooms.
76	—	—	594	—	55	269	—	Boilers.
37	—	44	—	—	1,374	—	2,351	Bolts and Nuts.
257	—	—	—	—	1,122	—	2	Castings dressed or fitted, for structural or other purposes.
208	—	199	—	—	597	—	2,178	Castings of other kinds not otherwise rated.
—	—	—	820	17	170	24	—	Fencing.
—	307	34		268	—	—	—	Ferro Manganese.

Appendix.

14th Day, No. 10 —continued.

10. A Specific Account of the quantities of the various articles Imported and

DESCRIPTION OF GOODS.	1898-99.				1899-1900.			
	FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.	
	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Brought forward - -								
IRON AND STEEL—(*Continued*).								
Fish Plates - - - - - -	3	—	—	1	19	18	2	11
Forgings - - - - - -	—	474	76	134	1	453	88	228
Galvanized - - - - - -	2	2,553	720	1,351	—	1,858	507	1,324
Girders, plain, rolled, punched or unpunched - - - - -	681	91	1	302	15	7	—	97
Girders, riveted or fitted in any way - - - - - - -	17	419	7	1,748	162	633	—	387
Hoops - - - - - -	18	—	4	13	21	89	167	23
Ore - - - - - - -	695,682	—	95,157	889	696,762	901	76,625	773
Ore Oxide - - - - - -	67	—	2	—	99	—	1	1
Oxide - - - - - - -	—	—	—	—	21	—	5	—
Pig - - - - - - -	18,622	47,558	47,287	28,733	3,772	99,870	80,747	58,160
Pipes, Gas and Water—Cast -	1,589	39,408	40	19,182	2,183	44,313	106	20,676
Pipes, Gas and Water—Malleable	—	321	—	—	959	871	—	63
Pipes, Gas and Water—for other than Underground purposes -	—	2,155	—	183	6	1,920	1	198
Pipes, Segments of—Cast - -	—	—	13	279	—	—	351	4,262
Rails - - - - - -	1,177	310	293	1,701	1,325	653	1,502	841
Railway Chairs—Cast - - -	—	457	—	762	—	179	—	496
Railway Chairs—Malleable -	—	6	—	—	—	23	—	—
Railway Sleepers—Cast - -	—	250	—	8	4	—	—	20
Railway Sleepers—Malleable -	—	26	—	—	53	—	—	—
Railway and Tramway Plant, and Material of all descriptions not separately rated - -	—	31	—	13	566	490	10	94
Roofing - - - - - -	—	250	—	1,354	—	575	6	1,781
Scrap - - - - - - -	9,998	8,935	11,321	398	3,462	21,862	19,487	1,476
Scrap, Ground - - - - -	7	50	—	—	26	272	—	1
Speigle - - - - - -	—	—	1,961	—	200	—	879	538
Spikes, Rivets, and Pins - -	—	—	—	—	67	2,469	31	1,528
Tubing of all kinds - - -	4,637	22,462	178	7,449	4,098	23,941	1,014	7,566
Tyres and Axles - - - -	—	551	6	1,770	42	2,528	33	3,352
Manufactured of every description and not separately rated -	1,363	21,379	467	2,383	954	22,813	471	2,449
Jute - - - - - - -	178	274	199	104	187	272	90	461
Kainet - - - - - - -	—	11	8	265	—	15	—	287
Kelp - - - - - - -	—	—	17	6	—	—	—	2
Kelp Salt or Waste - - -	—	—	—	—	—	—	—	21
Lathwood - - - - -	189	52	3	19	97	—	—	141
Lead - - - - - - -	8,664	500	1,601	1,406	11,529	705	1,625	2,000
Lead Ashes - - - - -	—	3	7	508	—	—	11	571
Lead Ore - - - - -	3	—	6	26	—	—	22	—
Carry forward - -								

Exported at the Port of Glasgow for the two years ending 30th June 1900—*continued.*

INCREASE.				DECREASE.				DESCRIPTION OF GOODS.
FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.		
IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
								IRON AND STEEL—*(Continued).*
16	18	2	10	—	—	—	—	Fish Plates.
1	—	12	94	—	21	—	—	Forgings.
—	—	—	—	2	695	213	27	Galvanized.
—	—	—	—	666	84	1	205	Girders, plain, rolled, punched or unpunched.
145	214	—	—	—	—	7	1,361	Girders, riveted or fitted in any way.
3	89	163	10	—	—	—	—	Hoops.
1,080	901	—	—	—	—	18,532	116	Ore.
32	—	—	1	—	—	1	—	Ore Oxide.
21	—	5	—	—	—	—	—	Oxide.
—	52,312	33,460	29,427	14,850	—	—	—	Pig.
594	4,905	66	1,494	—	—	—	—	Pipes, Gas and Water—Cast.
959	550	—	63	—	—	—	—	Pipes, Gas and Water—Malleable
6	—	1	10	—	235	—	—	Pipes, Gas and Water—for other than Underground purposes.
—	—	338	3,983	—	—	—	—	Pipes, Segments of—Cast.
148	343	1,209	—	—	—	—	860	Rails.
—	—	—	—	—	278	—	266	Railway Chairs—Cast.
—	17	—	—	—	—	—	—	Railway Chairs—Malleable.
4	—	—	12	—	250	—	—	Railway Sleepers—Cast.
53	—	—	—	—	26	—	—	Railway Sleepers—Malleable.
566	459	10	81	—	—	—	—	Railway and Tramway Plant, and Material of all descriptions not separately rated.
—	325	6	427	—	—	—	—	Roofing.
—	12,927	8,166	1,078	6,536	—	—	—	Scrap.
19	222	—	1	—	—	—	—	Scrap, Ground.
200	—	—	538	—	—	1,082	—	Speigle.
67	2,469	31	1,528	—	—	—	—	Spikes, Rivets, and Pins.
—	1,479	836	117	539	—	—	—	Tubing of all kinds.
42	1,977	27	1,582	—	—	—	—	Tyres and Axles.
—	1,434	4	66	409	—	—	—	Manufactured of every description and not separately rated.
9	—	—	357	—	2	109	—	Jute.
—	4	—	22	—	—	8	—	Kainet.
—	—	—	—	—	—	17	4	Kelp.
—	—	—	21	—	—	—	—	Kelp Salt or Waste.
—	—	—	122	92	52	3	—	Lathwood.
2,865	205	24	594	—	—	—	—	Lead.
—	—	4	63	—	3	—	—	Lead Ashes.
—	—	16	—	3	—	—	26	Lead Ore.

Appendix.

14th Day, No. 10 —continued.

10. A Specific Account of the quantities of the various articles Imported and

DESCRIPTION OF GOODS.	1898-99.				1899-1900.			
	FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.	
	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Brought forward - -								
Lead Sludge - - - - - -	—	3	—	58	—	—	—	71
Leather - - - - - - -	2,133	38	985	309	1,622	19	1,113	362
Leather Cuttings, Scraps, and Shavings - - - - - -	11	2	99	3	—	57	205	16
Lemon Juice - - - - - -	312	21	67	11	346	64	87	29
Lemon Peel - - - - - -	760	—	—	—	576	—	—	29
Lime - - - - - - -	—	298	629	1,155	—	123	6,496	1,164
Lime Waste - - - - -	—	—	—	100	49	—	—	279
Limestone - - - - - -	—	6	147,978	96	—	—	132,771	162
Linens - - - - - - - -	—	4	2,949	1,512	—	—	2,501	1,339
Linseed - - - - - - -	3,628	—	1,372	33	2,699	—	2,298	25
Liquorice - - - - - - -	104	—	15	7	205	—	3	—
Luggage, Passengers' - - -	—	4	137	106	4	9	79	100
Macaroni - - - - - - -	124	—	22	—	51	—	8	—
Machinery and Machines, loose or in packages - - - - - -	2,563	52,181	1,958	13,154	6,728	55,488	2,185	16,379
Mackerel, salted, in barrels - -	—	860	20	—	—	408	—	10
Magnesia - - - - - - -	—	—	10	—	—	44	5	—
Magnesite and Magnesite Bricks -	—	—	—	—	—	—	6	—
Manganese Ore - - - - -	—	—	948	375	—	48	1,049	27
Manganese Powder - - - -	—	288	8	42	5	210	16	84
Manure, Chemical - - - -	185	31,446	1,089	13,471	1,228	29,779	1,647	11,876
Manure, Common - - - -	—	—	2	—	—	—	—	70
Manure, Rabbit Skin Waste for -	—	44	—	12		21	—	18
Manure, Shoddy - - - - -	—	—	14	16	—	—	72	24
Marble - - - - - - -	1,210	—	111	59	1,763	5	73	117
Marble, Ground - - - -	—	—	—	—	114	—	—	—
Mastic, Pyrimont Block - - -	375	—	52	—	90	—	—	—
Matches - - - - - - -	133	10	213	76	312	48	273	40
Mats - - - - - - - -	301	11	60	79	4	2	7	16
Meal—Flaxseed, Linseed, Rapeseed, and Cottonseed - - - -	986	—	44	14	1,084	—	193	235
Meat Refuse - - - - - -	—	—	29	3	—	—	—	—
Milk - - - - - - -	—	—	—	1	171	—	1,968	48
Mineral Water - - - -	49	510	758	891	113	697	1,026	932
Molasses - - - - - - -	4,109	6	2,978	429	2,234	14	395	337
Moss Litter - - - - -	3,237	—	—	108	999	—	278	181
Mussels - - - - - - -	—	—	1,434	—	—	—	1,617	1
Nails - - - - - - - -	968	1,379	162	2,620	1,941	779	91	1,941
Naphtha - - - - - - -	—	85	14	1,364	14	320	204	1,921
Carry forward - - -								

Exported at the Port of Glasgow for the two years ending 30th June 1900—*continued.*

Appendix. 14th Day, No. 10 —continued.

INCREASE.				DECREASE.				DESCRIPTION OF GOODS.
FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.		
IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
—	—	—	13	—	3	—	—	Lead Sludge.
—	—	128	53	511	19	—	—	Leather.
—	55	106	13	11	—	—	—	Leather Cuttings, Scraps, and Shavings.
34	43	20	18	—	—	—	—	Lemon Juice.
—	—	—	29	184	—	—	—	Lemon Peel.
—	—	5,867	9	—	175	—	—	Lime.
49	—	—	179	—	—	—	—	Lime Waste.
—	—	—	66	—	6	15,207	—	Limestone.
—	—	—	—	—	4	448	173	Linens.
—	—	926	—	929	—	—	8	Linseed.
101	—	—	—	—	—	12	7	Liquorice.
4	5	—	—	—	—	58	6	Luggage, Passengers'.
—	—	—	—	73	—	14	—	Macaroni.
4,165	3,307	227	3,225	—	—	—	—	Machinery and Machines, loose or in packages.
—	—	—	10	—	452	20	—	Mackerel, salted, in barrels.
—	44	—	—	—	—	5	—	Magnesia.
—	—	6	—	—	—	—	—	Magnesite and Magnesite Bricks.
—	48	101	—	—	—	—	348	Manganese Ore.
5	—	8	42	—	78	—	—	Manganese Powder.
1,043	—	558	—	—	1,667	—	1,595	Manure, Chemical.
—	—	—	70	—	—	2	—	Manure, Common.
—	—	—	6	—	23	—	—	Manure, Rabbit Skin Waste for.
—	—	58	8	—	—	—	—	Manure, Shoddy.
553	5	—	58	—	—	38	—	Marble.
114	—	—	—	—	—	—	—	Marble, Ground.
—	—	—	—	285	—	52	—	Mastic, Pyrimont Block.
179	38	60	—	—	—	—	36	Matches.
—	—	—	—	297	9	53	63	Mats.
98	—	149	221	—	—	—	—	Meal—Flaxseed, Linseed, Rapeseed, and Cottonseed.
—	—	—	—	—	—	29	3	Meat Refuse.
171	—	1,968	48	—	—	—	—	Milk.
64	187	268	41	—	—	—	—	Mineral Water.
—	8	—	—	1,875	—	2,583	92	Molasses.
—	—	278	73	2,238	—	—	—	Moss Litter.
—	—	183	1	—	—	—	—	Mussels.
973	—	—	—	—	600	71	679	Nails.
14	235	190	557	—	—	—	—	Naphtha.

Appendix.

14th Day, No. 10 —continued.

10. A Specific Account of the quantities of the various articles Imported and

DESCRIPTION OF GOODS.	1898-99.				1899-1900.			
	FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.	
	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Brought forward - -								
Naphthaline - - - - - -	—	147	—	—	—	165	—	—
Nickel Ore - - - - - -	30,323	282	—	170	37,770	—	2	91
Nickel, Pig - - - - - -	670	—	—	1,043	—	15	—	1,783
Nitrate of Soda - - - - -	4,414	373	173	1,037	6,761	854	120	540
Nuts - - - - - - - -	166	6	750	13	337	8	520	20
Oakum - - - - - - -	—	12	53	13	—	21	258	11
Oars - - - - - - - -	60	—	23	3	7	—	25	3
Ochre - - - - - - -	461	22	37	24	465	36	29	97
Oils - - - - - - - -	26,056	20,976	4,660	14,065	26,450	20,996	6,193	13,779
Olive Waste - - - - -	—	—	—	148	—	—	—	—
Onions - - - - - - - -	611	7	2,156	—	152	122	2,177	181
Oyster Shells, Ground - - -	—	—	—	—	2	—	—	—
Pails - - - - - - - -	—	—	—	—	—	—	—	9
Paints - - - - - - - -	74	4,724	699	3,484	264	4,995	833	3,539
Palm Waste - - - - - -	—	—	20	—	—	—	—	—
Paper - - - - - - -	3,176	3,860	3,593	7,991	5,612	3,450	3,637	7,781
Paper, Waste, or Paper Stock not otherwise rated - - - -	—	2,583	1,032	1,338	8	4,492	821	828
Paraffin Scale - - - - - -	3,117	3,327	370	2,216	3,124	3,364	698	1,164
Parsnips - - - - - - - -	—	—	121	1	—	—	215	1
Pavement Stones - - - - -	—	—	6,110	1,084	54	1	5,429	49
Paving Blocks, Jarrah Wood - -	—	—	—	—	—	—	63	—
Peats and Turf - - - - -	—	—	162	66	—	21	121	—
Pepper - - - - - - - -	—	—	179	29	—	—	194	15
Petroleum - - - - - - -	—	—	146	2	—	—	25	53
Phosphate Rock and Stone - -	9,971	—	—	—	7,568	1	—	—
Pianos - - - - - - - -	—	3	119	2	73	1	138	5
Pimento - - - - - - - -	18	—	7	.	13	—	4	-
Pitch - - - - - - - -	222	15	330	124	176	241	459	928
Pitch, Coal Tar and Mineral - -	—	52,590	24	5,609	—	57,450	351	6,161
Pitch, Trinidad - - - - -	—	—	—	—	—	—	50	—
Pitch, Val de Travers - -	—	—	—	11	—	—	51	—
Plaster of Paris - - - - -	13	24	100	279		8	15	291
Poonac - - - - - - - -	—	—	—	—	—	—	4	—
Potatoes - - - - - - - -	143	3,170	2,114	7,693	161	466	3,847	5,204
PROVISIONS—								
Bacon and Hams - - - -	25,509	185	5,544	438	22,443	209	7,304	402
Beef, Mutton, and Pork - -	3,312	32	925	1,901	3,555	—	841	2,146
Bread - - - - - - - -	—	—	—	—	—	—	—	16
Butter - - - - - - -	1,050	4	4,590	63	2,241	100	3,768	52
Carry forward - -								

Exported at the Port of Glasgow for the two years ending 30th June 1900—*continued.*

INCREASE.				DECREASE.				DESCRIPTION OF GOODS.
FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.		
IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
—	18	—	—	—	—	—	—	Napthaline.
7,447	—	2	—	—	282	—	79	Nickel, Ore.
—	15	—	740	670	—	—	—	Nickel, Pig.
2,347	481	—	—	—	—	53	497	Nitrate of Soda.
171	2	—	7	—	—	230	—	Nuts.
—	9	205	—	—	—	—	2	Oakum.
—	—	2	—	53	—	—	—	Ores.
4	14	—	73	—	—	8	—	Ochre.
394	20	1,533	—	—	—	—	286	Oils.
—	—	—	—	—	—	—	148	Olive Waste.
—	115	21	181	459	—	—	—	Onions.
2	—	—	—	—	—	—	—	Oyster Shells, Ground.
—	—	—	9	—	—	—	—	Pails.
190	271	134	55	—	—	—	—	Paints.
—	—	—	—	—	—	20	—	Palm Waste.
2,436	—	44	—	—	410	—	210	Paper.
8	1,909	—	—	—	—	211	510	Paper, Waste, or Paper Stock not otherwise rated.
7	37	328	—	—	—	—	1,052	Paraffin Scale.
—	—	94	—	—	—	—	—	Parsnips.
54	1	—	—	—	—	681	1,035	Pavement Stones.
—	—	63	—	—	—	—	—	Paving Blocks, Jarrah Wood.
—	21	—	—	—	—	41	66	Peats and Turf.
—	—	15	—	—	—	—	14	Pepper.
—	—	—	51	—	—	121	—	Petroleum.
—	1	—	—	2,403	—	—	—	Phosphate Rock and Stone.
73		19	3	—	2	—	—	Pianos.
—	—	—	—	5	—	3	—	Pimento.
—	226	129	804	46	—	—	—	Pitch.
—	4,860	327	552	—	—	—	—	Pitch, Coal Tar and Mineral.
—	—	50	—	—	—	—	—	Pitch, Trinidad
—	—	51	—	—	—	—	11	Pitch, Val de Travers.
—	—	—	12	12	16	85	—	Plaster of Paris.
—	—	4	—	—	—	—	—	Poonac.
18	—	1,733	—	—	2,704	—	2,489	Potatoes.
—	24	1,760	—	3,066	—	—	36	Provisions— Bacon and Hams.
243	—	—	245	—	32	84	—	Beef, Mutton, and Pork.
—	—	—	16	—	—	—	—	Bread.
1,191	96	—	—	—	—	822	11	Butter

Appendix.

8th Day, No. 10 —continued.

10. A Specific Account of the quantities of the various articles Imported and

DESCRIPTION OF GOODS.	1898-99.				1899-1900.			
	FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.	
	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Brought forward - -								
PROVISIONS—(*Continued*)—								
Cheese - - - - - -	5,239	—	1,733	74	4,332	1	2,163	20
Lard - - - - - - -	6,976	—	226	399	7,611	2	294	577
Margarine - - - - -	—	—	10	5	2	—	3	—
Meats, Preserved - - - -	3,399	3	3,750	5	5,228	206	4,846	232
Pumice Stone - - - - -	104	17	7	5	67	—	14	—
Puncheon Packs - - - -	392	39	36	510	354	40	32	629
Pyrites - - - - - - -	19,285	—	—	—	16,200	—	—	—
Rags not otherwise rated - -	10	161	3,796	501	22	88	2,923	374
Rice, Rice Flour, and Rice Meal -	4,827	160	4,868	36	3,584	687	3,997	276
Rock Salt - - - - - -	—	—	2	—	—	100	611	—
Ropes, Old - - - - - -	4	516	70	67	6	499	136	53
Rosin - - - - - - -	14,341	547	155	404	9,831	328	190	318
Sago and Sago Flour - - -	150	—	1,877	60	434	1	628	56
Salt - - - - - - - -	—	2,650	22,127	1,337	664	713	22,193	629
Salt, Dross and Cake - - -	—	32	19	1,278	—	251	911	674
Sand - - - - - - -	6,101	226	31,854	671	4,615	151	32,822	206
Sand Moulding Composition - -	—	—	282	—	—	15	—	—
Satinite - - - - - - -	—	—	—	—	—	2	17	402
Sawdust - - - - - - -	—	24	—	357	—	15	—	94
Seeds of all kinds not otherwise rated - - - - - -	1,419	526	2,893	1,258	1,936	436	3,424	1,497
Sewage Cake - - - - -	—	—	—	—	—	2	—	—
Shale, Ground - - - - -	20	—	—	—	—	—	—	—
Shale Oil Still Refuse - - -	—	—	15	—	—	—	—	4
Shellfish not otherwise rated - -	19	—	256	42	33	—	44	5
Ship Stores - - - - -	—	192	351	1,739	9	25	216	1,880
Shoe Pegs - - - - - -	49	—	—	—	29	—	—	—
Shot - - - - - - -	—	—	37	—	—	45	42	36
Shumac - - - - - - -	584	4	—	2	457	10	114	8
Skins of all kinds - - - -	66	366	659	20	2	387	578	36
Slag - - - - - - -	—	20	—	127	—	159	—	749
Slag, Ground - - - - -	—	10	—	66	—	75	—	
Slag Wool - - - - - -	—	—	—	151	—	—	—	49
Slates and Slate Slabs - - -	807	61	942	165	1,174	1	1,863	189
Slates, Writing - - - -	—	—	29	12	—	—	2	2
Sleepers, Wood - - - -	—	—	—	—	—	6,021	—	25
Snuff Offal - - - - -	—	—	69	—	—	5	138	—
Soap - - - - - - -	1,605	971	4,461	1,008	4,056	938	4,554	1,160
Soap Waste - - - - -	—	—	6	—	—	18	42	2
Carry forward - - -								

Exported at the Port of Glasgow for the two years ending 30th June 1900—*continued.*

INCREASE.				DECREASE.				DESCRIPTION OF GOODS
FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.		
IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
—	1	430	—	907	—	—	54	Provisions—(*Continued*)—Cheese.
635	2	68	178	—	—	—	—	Lard.
2	—	—	—	—	—	7	5	Margarine.
1,829	203	1,096	227	—	—	—	—	Meats, Preserved.
—	—	7	—	37	17	—	5	Pumice Stone.
—	1	—	119	38	—	4	—	Puncheon Packs.
—	—	—	—	3,085	—	—	—	Pyrites.
12	—	—	—	—	73	873	127	Rags not otherwise rated.
—	527	—	240	1,243	—	871	—	Rice, Rice Flour, and Rice Meal.
—	100	609	—	—	—	—	—	Rock Salt.
2	—	66	—	—	17	—	14	Ropes, Old.
—	—	35	—	4,510	219	—	86	Rosin.
284	1	—	—	—	—	1,249	4	Sago and Sago Flour.
664	—	66	—	—	1,937	—	708	Salt.
—	219	892	—	—	—	—	604	Salt, Dross and Cake.
—	—	968	—	1,486	75	—	465	Sand.
—	15	—	—	—	—	282	—	Sand Moulding Composition.
—	2	17	402	—	—	—	—	Satinite.
—	—	—	—	—	9	—	263	Sawdust.
517	—	531	239	—	90	—	—	Seeds of all kinds not otherwise rated.
—	2	—	—	—	—	—	—	Sewage Cake.
—	—	—	—	20	—	—	—	Shale, Ground.
—	—	—	4	—	—	15	—	Shale Oil Still Refuse.
14	—	—	—	—	—	212	37	Shellfish not otherwise rated.
9	—	—	141	—	167	135	—	Ship Stores.
—	—	—	—	20	—	—	—	Shoe Pegs.
—	45	5	36	—	—	—	—	Shot.
—	6	114	6	127	—	—	—	Shumac.
—	21	—	16	64	—	81	—	Skins of all kinds.
—	139	—	622	—	—	—	—	Slag.
—	65	—	22	—	—	—	—	Slag, Ground.
—	—	—	—	—	—	—	102	Slag Wool.
367	—	921	24	—	60	—	—	Slates and Slate Slabs.
—	—	—	—	—	—	27	10	Slates, Writing.
—	6,021	—	25	—	—	—	—	Sleepers, Wood.
—	5	69	—	—	—	—	—	Snuff, Offal.
2,451	—	93	152	—	33	—	—	Soap.
—	18	36	2	—	—	—	—	Soap Waste.

Appendix.

14th Day, No. 10 —continued.

10. A Specific Account of the quantities of the various articles Imported and

DESCRIPTION OF GOODS.	1898-99.				1899-1900.			
	FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.	
	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Brought forward - -								
Soda Water - - - - - -	—	—	—	—	—	4	—	—
Soot - - - - - - -	—	—	10	308	—	9	—	427
Spelter - - - - - - -	1,534	738	1,015	210	1,986	1,096	667	506
Spelter Ashes - - - - - -	—	—	—	12	—	—	8	41
Spirits of all kinds - - - -	950	30,449	16,701	15,575	1,248	30,851	16,228	17,023
Spoolwood - - - - - -	—	—	—	—	1,646	—	—	—
Starch - - - - - - -	5,197	224	507	41	5,222	185	512	43
Staves - - - - - - -	2,672	6	2,084	228	4,476	4	1,087	215
Stones - - - - - - -	591	1,885	39,410	21,189	257	4,501	48,276	22,959
Stones, Dressed - - - - -	1	2,323	183	983	5	2,332	1,023	666
Stones, Tarred Road Metal - -	—	—	—	—	—	—	386	—
Stoneware - - - - - -	7	300	33	2,026	—	148	27	1,996
Straw - - - - - - -	4,655	—	2,284	276	6,138	—	4,175	367
Stucco - - - - - - -	64	19	—	89	—	2	—	111
Sugar - - - - - - -	2,348	3,332	16,473	1,582	3,128	1,577	13,796	2,383
Syrup - - - - - - -	6,787	390	382	183	9,370	291	819	191
Talc, or Mineral White - - -	446	5	308	1	161	—	314	1
Tallow - - - - - - -	925	132	693	595	693	35	596	412
Tapioca and Tapioca Flour - -	51	3	1,370	2	270	2	2,672	17
Tar - - - - - - - -	263	208	219	290	547	1,708	121	439
Tar, Coal- - - - - - -	—	9,950	122	878	—	8,949	61	227
Tea - - - - - - - -	4	100	3,343	11	21	75	3,389	37
Thread - - - - - - -	1	362	11	2,400	—	495	17	2,366
Tiles, Drain - - - - -	—	20	3	163	—	—	—	203
Tiles, Roofing - - - - -	—	11	6	55	—	4	7	10
Timber—Ash, Birch, Elm, Maple, Oak, &c., &c., and similar Hard Woods - - - - -	53,826	4,279	38,884	1,844	80,525	3,596	28,610	1,860
Timber—Fir, Pine, and Poplar, or other similar Soft Wood, in Deals, Battens, &c., per ton of 50 cubic feet - - - - - - -	180,033	—	486	7,116	172,796	1,449	4,778	6,968
Tin - - - - - - - -	—	32	981	22	15	1	1,424	29
Tin Plates and Canada Plates in Boxes - - - - - -	—	135	5,107	23	—	14	4,695	2
Tin, Scrap - - - - - -	—	65	—	24	—	37	14	—
Tobacco - - - - - - -	739	9	2,408	241	3,136	156	2,154	198
Tobacco Pipes - - - - -	—	530	2	227	—	453	—	528
Tow - - - - - - -	—	45	34	21	—	317	7	21
Treacle - - - - - - -	738	—	132	399	3,026	—	119	540
Tree Plants - - - - - -	—	3	—	13	—	351	55	45
Turnips - - - - - - -	—	—	1,595	1	—	18	1,144	—
Carry forward - - -								

Exported at the Port of Glasgow for the two years ending 30th June 1900—*continued.*

INCREASE.				DECREASE.				DESCRIPTION OF GOODS.
FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.		
IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
—	4	—	—	—	—	—	—	Soda Water.
—	9	—	119	—	—	10	—	Soot.
452	358	—	296	—	—	348	—	Spelter.
—	—	8	29	—	—	—	—	Spelter Ashes.
298	402	—	1,448	—	—	473	—	Spirits of all kinds.
1,646	—	—	—	—	—	—	—	Spoolwood.
25	—	5	2	—	39	—	—	Starch.
1,804	—	—	—	—	2	997	13	Staves.
—	2,616	8,866	1,770	334	—	—	—	Stones.
4	9	840	—	—	—	—	317	Stones, Dressed.
—	—	386	—	—	—	—	—	Stones, Tarred Road Metal.
—	—	—	—	7	152	6	30	Stoneware.
1,483	—	1,891	91	—	—	—	—	Straw.
—	—	—	22	64	17	—	—	Stucco.
780	—	—	801	—	1,755	2,677	—	Sugar.
2,583	—	437	8	—	99	—	—	Syrup.
—	—	6	—	285	5	—	—	Talc, or Mineral White.
—	—	—	—	232	97	97	183	Tallow.
219	—	302	15	—	1	—	—	Tapioca and Tapioca Flour.
284	1,500	—	149	—	—	98	—	Tar.
—	—	—	—	—	1,001	61	651	Tar, Coal.
17	—	46	26	—	25	—	—	Tea.
—	133	6	—	1	—	—	34	Thread.
—	—	—	40	—	20	3	—	Tiles, Drain.
—	—	1	—	—	7	—	45	Tiles, Roofing.
26,699	—	—	16	—	683	10,274	—	Timber—Ash, Birch, Elm, Maple, Oak, &c., &c., and similar Hard Woods.
—	1,449	4,292	—	7,237	—	—	148	Timber—Fir, Pine, and Poplar, or other similar Soft Wood, in Deals, Battens, &c., per ton of 50 cubic feet.
15	—	443	7	—	31	—	—	Tin.
—	—	—	—	—	121	412	21	Tin Plates & Canada Plates in Boxes
—	—	14	—	—	28	—	24	Tin, Scrap.
2,397	147	—	—	—	—	254	43	Tobacco.
—	—	—	301	—	77	2	—	Tobacco Pipes.
—	272	—	—	—	—	27	—	Tow.
2,288	—	—	141	—	—	13	—	Treacle.
—	348	55	32	—	—	—	—	Tree Plants.
—	18	—	—	—	—	451	1	Turnips.

Appendix.

14th Day, No. 10 —continued

10. A Specific Account of the quantities of the various articles Imported and

DESCRIPTION OF GOODS.	1898-99.				1899-1900.			
	FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.	
	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Brought forward - -								
Turpentine - - - - - -	1,677	20	465	126	983	24	532	67
Umber - - - - - -	2	—	18	5	—	—	2	—
Valonia - - - - - -	1,738	29	733	—	2,598	—	409	42
Vegetables not otherwise rated -	36	—	2,184	28	102	1	2,928	7
Vitriol - - - - - - -	—	—	—	647	—	—	—	471
Waggons - - - - - - -	—	9,260	—	951	—	7,078	20	88
Whelks - - - - - - -	—	—	860	—	—	—	779	9
Whiting - - - - - - -	72	1,141	3,908	76	93	1,181	4,324	94
Wines of all kinds - - - -	3,411	370	803	279	2,855	151	528	155
Wire and Wirework - - -	487	297	1,462	141	1,366	454	1,182	528
Wood, Cedar, Ebony, Mahogany, Rosewood, Walnut, Plants, Burrs, and all other Furniture, Fancy, and Turnery Woods - - -	1,639	14	4,234	188	1,408	128	5,095	109
Wood Chips - - - - - -	—	—	10	4	—	—	—	26
Wood Fibre - - - - - -	28	6	3	—	4	5	—	—
Wood Hoops - - - - - -	15	—	59	3	—	—	17	3
Wood Pulp, Boards - - - -	249	16	—	46	241	—	2	—
Wood Pulp, Chemical - - -	2,966	46	15	—	2,032	71	140	6
Wood Pulp, Mechanical (Dry) -	2,591	—	—	—	30	—	—	—
Wood Pulp, Mechanical (Wet) -	—	—	—	—	2,382	—	—	—
Woodwork or Woodware - -	1,757	630	260	1,086	3,694	2,429	541	1,803
Wool - - - - - -	30	2,034	3,190	809	837	2,927	3,074	1,142
Woollen Rags - - - - - -	—	33	—	7	—	14	—	—
Yarn - - - - - - -	874	986	5,245	961	440	864	5,664	893
Yeast - - - - - - -	—	—	36	1,047	—	—	2	1,094
Yellow Metal - - - - - -	19	13	191	18	1	1	24	3
Zinc - - - - - - -	431	24	45	181	774	49	102	162
Zinc Ashes - - - - - -	2	—	1	340	14	2	14	479
Zinc Manufactures - - - -	—	—	—	1	—	—	—	—
Zinc Ore - - - - - - -	—	—	—	—	8	—	—	—
	2,093,458	2,575,066	931,636	1,220,042	2,107,439	2,699,653	964,498	1,301,464
Goods exempt - - - - -	—	14,253	23,250	102,140	—	8,378	33,897	100,039
	2,093,458	2,589,319	954,886	1,322,182	2,107,439	2,708,031	998,395	1,401,503
Increase - - - -	94,147	—	—	—	13,981	118,712	43,509	79,321
Decrease - - -	—	30,220	100,267	106,014	—	—	—	—

TOTAL TONNAGE, 1898-99 6,959,845
Do 1899-1900 7,215,368
NETT INCREASE 255,523

Exported at the Port of Glasgow for the two years ending 30th June 1900—*continued.*

INCREASE.				DECREASE.				DESCRIPTION OF GOODS.
FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.		
IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
—	4	67	—	694	—	—	59	Turpentine.
—	—	—	—	2	—	16	5	Umber.
860	—	—	42	—	29	324	—	Valonia.
66	1	744	—	—	—	—	21	Vegetables not otherwise rated.
—	—	—	—	—	—	—	176	Vitriol.
—	—	20	—	—	2,182	—	863	Waggons.
—	—	—	9	—	—	81	—	Whelks.
21	40	416	18	—	—	—	—	Whiting.
—	—	—	—	556	219	275	124	Wines of all kinds.
879	157	—	387	—	—	280	—	Wire and Wirework.
—	114	861	—	231	—	—	79	Wood, Cedar, Ebony, Mahogany, Rosewood, Walnut Plants, Burrs, and all other Furniture, Fancy, and Turnery Woods.
—	—	—	22	—	—	10	—	Wood Chips.
—	—	—	—	24	1	3	—	Wood Fibre.
—	—	—	—	15	—	42	—	Wood Hoops.
—	—	2	—	8	16	—	46	Wood Pulp, Boards.
—	25	125	6	934	—	—	—	Wood Pulp, Chemical.
—	—	—	—	2,561	—	—	—	Wood Pulp, Mechanical (Dry).
2,382	—	—	—		—	—	—	Wood Pulp, Mechanical (Wet).
1,937	1,799	281	717	—	—	—	—	Woodwork or Woodware.
807	893	—	333	—	—	116	—	Wool.
—	—	—	—	—	19	—	7	Woollen Rags.
—	—	419	—	434	122	—	68	Yarn.
—	—	—	47	—	—	34	—	Yeast.
—	—	—	—	18	12	167	15	Yellow Metal.
343	25	57	—	—	—	—	19	Zinc.
12	2	13	139	—	—	—	—	Zinc Ashes.
—	—	—	—	—	—	—	1	Zinc Manufactures.
8	—	—	—	—	—	—	—	Zinc Ore.
166,551	204,229	137,757	133,578	152,570	79,682	104,895	52,156	
—	—	10,647	—	—	5,875	—	2,101	Goods exempt
166,551	204,229	148,404	133,578	152,570	85,517	104,895	54,257	
13,981	118,712	43,509	79,321					

Appendix.

14th Day, No. 10 —continued.

10. A Specific Account of the quantities of the various articles Imported and

ANIMALS.

	1898-99.				1899-1900.			
	FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.	
	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED
CATTLE, &c.—								
Horses	2,039	48	2,050	693	1,698	115	1,843	579
Mules, Ponies, and Asses	1	—	1,567	133	6	75	2,320	148
Bulls, Cows and Oxen	46,823	90	79,661	1,111	44,955	249	82,598	591
Calves (under 1 year old)	—	4	44,553	64	—	42	40,000	124
Swine	—	—	40,213	148	—	11	44,602	28
Goats and Dogs	11	20	55	32	1	4	26	29
Sheep	14,137	18	38,594	25,041	25,344	39	35,798	14,723
Lambs	—	—	52,508	10,143	—	—	38,032	11,948
Vehicles—Four-Wheeled	—	—	105	127	—	—	117	93
Vehicles—Two-Wheeled	—	—	137	198	—	—	121	125
All othe Animals not enumerated	—	—	—	10	—	—	3	—
	63,011	180	259,443	37,700	72,004	535	245,460	28,388
Increase	77	—	—	—	8,993	355	—	—
Decrease	89,160	—	1,188	5,868	—	—	13,983	9,312

TOTAL NUMBER OF ANIMALS, 1898-99 360,334

" " 1899-1900 346,387

NETT DECREASE 13,947

Exported at the Port of Glasgow for the two years ending 30 June 1900—*continued.*

ANIMALS.

INCREASE.				DECREASE.				
FOREIGN.		COASTWISE.		FOREIGN.		COASTWISE.		
IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	IMPORTED	EXPORTED	
—	67	—	—	341	—	207	114	CATTLE, &c.— Horses.
5	75	753	15	—	—	—	—	Mules, Ponies, and Asses.
—	159	2,937	—	1,868	—	—	520	Bulls, Cows, and Oxen.
—	38	—	60	—	—	4,553	—	Calves (under 1 year old).
—	11	4,389	—	—	—	—	120	Swine.
—	—	—	—	10	16	29	3	Goats and Dogs.
11,207	21	—	—	—	—	2,796	10,318	Sheep.
—	—	—	1,805	—	—	14,476	—	Lambs.
—	—	12	—	—	—	—	34	Vehicles—Four-Wheeled.
—	—	—	—	—	—	16	73	Vehicles—Two-Wheeled.
—	—	3	—	—	—	—	10	All other Animals not enumerated.
11,212	371	8,094	1,880	2,219	16	22,077	11,192	

Appendix.
14th Day, No. 11

11. STATEMENT showing the PROGRESS of GLASGOW HARBOUR from 1860 to 1900.

(Handed in by Mr. T. R. Mackenzie on the Fourteenth Day.—See Question 5032.)

Year ended 30th June.	Quayage — Yards.	Tonnage of Vessels.	Tonnage of Vessels wrought per yard of Quay.	Revenue from Vessels. £ S. D.	Tonnage of Goods.	Tonnage of Goods wrought per yard of Quay.	Revenue from Goods. £ S. D.	Revenue from Other Sources. £ S. D.	Total Revenue £ S. D
1860	4,376	1,448,869	331	19,196 16 5	1,192,475	272	62,528 9 5	16,258 12 3	97,983 18 1
1861	4,376	1,504,220	344	21,032 2 9	1,366,327	312	68,598 13 2	16,137 15 1	105,768 11 0
1862	4,376	1,530,642	350	23,152 5 11	1,380,218	315	70,676 11 7	17,664 12 8	111,493 10 2
1863	4,376	1,527,779	349	22,860 6 5	1,437,235	328	75,176 18 1	20,046 3 4	118,083 7 10
1864	4,396	1,528,239	348	23,656 8 10	1,482,706	337	76,473 0 11	21,251 4 0	121,380 13 9
1865	4,396	1,719,058	391	24,589 3 5	1,450,846	330	74,444 10 5	22,553 18 1	121,587 11 11
1866	4,396	1,864,200	424	27,157 11 9	1,487,300	338	78,077 5 11	20,552 12 4	125,787 10 0
1867	4,580	1,782,872	389	27,211 17 8	1,595,969	348	83,533 9 7	21,146 15 3	131,892 2 6
1868	4,995	1,849,138	370	29,346 7 5	1,718,629	344	91,182 14 11	23,311 14 11	143,840 17 3
1869	5,604	1,916,507	342	30,366 17 11	1,710,883	305	90,639 1 1	29,130 5 5	150,136 4 5
1870	5,604	1,992,110	355	34,896 16 7	1,921,221	343	101,773 0 1	27,423 6 2	164,093 2 10
1871	5,604	2,049,708	366	35,098 6 9	1,986,194	354	105,279 3 1	23,811 8 9	164,188 18 7
1872	6,006	2,128,379	354	37,167 11 3	2,100,577	350	111,350 19 1	25,682 1 10	174,200 12 2
1873	6,410	2,196,201	343	40,851 6 8	2,236,925	349	113,879 18 7	28,175 9 11	182,906 15 2
1874	6,557	2,201,421	336	43,226 19 3	2,218,533	338	114,414 17 8	34,486 0 0	192,127 16 11
1875	6,708	2,249,857	335	42,627 19 6	2,346,842	349	114,924 4 3	38,774 15 1	196,326 18 10
1876	7,109	2,298,076	323	42,604 11 4	2,333,337	328	115,828 11 3	40,093 16 11	198,526 19 6
1877	6,942	2,428,616	350	45,253 12 6	2,473,414	356	123,147 9 7	40,330 18 11	208,732 1 0
1878	7,233	2,612,023	361	48,240 11 2	2,560,518	354	125,491 0 2	43,368 8 11	217,100 0 3
1879	7,370	2,680,557	364	47,062 16 6	2,466,433	335	122,096 5 0	42,342 10 2	211,501 11 8
1880	7,464	2,994,051	401	48,529 9 4	2,653,088	355	134,769 0 2	40,410 11 2	223,709 0 8
1881	8,442	3,057,533	362	56,421 4 5	3,053,113	362	148,309 18 11	43,330 10 8	248,061 14 0
1882	9,947	3,049,237	307	57,135 13 3	3,366,866	338	156,476 16 9	50,936 18 3	264,549 8 3
1883	10,320	3,299,700	320	64,114 11 5	3,724,678	361	164,375 14 2	55,508 2 10	283,998 8 5
1884	10,779	3,361,187	312	67,007 19 7	3,708,672	344	164,379 12 8	59,794 12 8	291,182 4 11
1885	10,779	3,200,658	297	65,761 19 9	3,732,220	346	165,074 2 0	60,822 3 2	291,658 4 11
1886	10,835	3,081,472	284	64,574 4 9	3,736,283	345	160,933 6 5	57,404 10 1	282,912 1 3
1887	10,835	3,118,515	288	66,210 5 8	3,723,058	343	162,761 16 11	58,961 15 2	287,933 17 9
1888	10,956	3,337,670	304	67,523 13 4	4,084,309	373	179,082 15 10	64,888 12 4	311,495 1 6
1889	10,956	3,410,591	311	69,829 0 0	4,383,345	400	190,340 13 10	71,323 4 11	331,492 18 2
1890	10,956	3,496,848	320	73,642 3 8	4,794,562	437	202,066 7 3	80,494 0 4	356,202 11 3
1891	10,956	3,375,109	308	74,923 18 4	4,477,506	409	194,298 18 9	85,357 14 7	354,580 11 8
1892	11,056	3,625,898	327	79,473 2 0	4,896,817	443	201,022 11 9	88,730 12 8	369,226 6 5
1893	11,056	3,515,267	318	77,270 5 10	4,879,312	441	203,803 6 10	87,424 6 2	368,497 18 10
1894	11,472	3,778,541	329	79,440 15 4	5,070,392	442	203,429 14 4	89,106 7 11	371,976 17 7
1895	12,162	3,667,064	301	77,444 13 5	4,504,962	370	189,360 3 10	87,008 8 11	353,813 6 2
1896	13,130	3,948,482	300	86,389 6 9	5,307,700	404	221,433 1 11	97,695 18 2	405,518 6 10
1897	13,363	4,082,052	305	87,032 15 10	5,673,152	425	228,299 18 2	94,657 15 9	410,190 9 9
1898	14,568	4,316,308	296	95,403 16 9	7,102,199	487	236,103 17 2	98,819 12 5	430,327 6 4
1899	14,681	4,358,738	297	97,650 11 2	6,959,845	474	222,092 12 3	108,200 3 3	427,943 6 8
1900	**15,109**	**4,361,597**	**289**	**95,606 12 9**	**7,215,368**	**478**	**234,931 1 4**	**110,881 16 5**	**441,419 10 8**

12. TABLE of the TONNAGE of SAILING and STEAM VESSELS which ENTERED and CLEARED (with CARGOES and in BALLAST) PORTS of the UNITED KINGDOM, GERMANY, HOLLAND and BELGIUM, in the Years 1875, 1885, and 1898.

(Extracted from the "Merchant Shipping" Returns, 19th June, 1900. No. 218. Table 5. Page 10.)

(Handed in by Mr. Douglas Owen on the Fourteenth day. See Question 5163.)

Year.	United Kingdom.	Per cent.	Germany.	Per cent.	Holland.	Per cent.	Belgium.	Per cent.	Total tonnage in ports of Germany, Holland, and Belgium.	Relative to tonnage in ports of United Kingdom.
1875 - -	46,276,000	—	10,741,000	—	4,689,000	—	4,869,000	—	20,299,000	44 per cent.
1885 - -	64,281,000	39	16,549,000	54	8,226,000	75	8,112,000	67	32,887,000	51 ,,
1898 - -	90,963,000	96	27,536,000	156	17,325,000	270	16,517,000	239	61,378,000	67 ,,

The above figures show the growth of national trade, comparatively, in the case of the United Kingdom, Germany, Holland, and Belgium. Comparing 1898 with 1875, the United Kingdom has increased 96 per cent., Germany, 156 per cent., Holland, 270 per cent., and Belgium, 239 per cent. And whereas in 1875 the united trade to ports of Germany, Holland and Belgium was only 44 per cent. of that to ports of the United Kingdom, in 1898 it has become 67 per cent., by steady growth.

13. TABLE of the STEAM TONNAGE which ENTERED and CLEARED (with CARGOES and in BALLAST) PORTS of the UNITED KINGDOM, GERMANY, HOLLAND and BELGIUM, in the Years 1870, 1880, 1890 and 1898

(Extracted from the "Merchant Shipping" Returns, 19th June, 1900. No. 218. Table 10. Page 24.)

(*Handed in by Mr. Douglas Owen, on the Fourteenth day. See Question 5165.*)

Year.	United Kingdom.	Per cent.	Germany.	Per cent.	Holland.	Per cent.	Belgium.	Per cent.	Total tonnage of Germany, Holland, and Belgium.	Relation to tonnage of United Kingdom.
1870 - - - -	1,112,000	—	82,000	—	19,000	—	9,000	—	110,000	10 per cent.
1880 - - - -	2,723,000	145	215,000	162	64,000	237	65,000	622	344,000	13 „
1890 - - - -	5,042,000	353	723,000	782	128,000	574	71,000	689	922,000	18 „
1898 - - - -	6,613,000	495 (5)	1,038,000	1,166 (12)	213,000	1,021 (10)	89,000	888 (9)	1,340,000	20 „

These figures show the comparative growth of steam tonnage of the States mentioned. Comparing 1898 with 1870, English tonnage has multiplied itself five times; German, twelve times; Dutch, ten times; Belgian, nine times. How much of the Belgian tonnage is Belgian, and how much British under the Belgian flag I do not know. These figures are only intended to illustrate the development, during recent years, of the competition with which the United Kingdom has now to contend for the world's carrying trade. In 1870, England's steam tonnage was ten times as great as that of Germany, Holland, and Belgium collectively. In 1898, it was only five times as great. The trade of Germany, &c., has increased, and the shipping tonnage has also increased: a combinatio of cause and effect. To attribute the development of Hamburg and Antwerp to the deficiencies of London seems to be to ignore the significance of facts and figures such as these.

FIFTEENTH DAY.

1. STATEMENT of TYNE IMPROVEMENT COMMISSION CONSOLIDATED FUND REVENUE RECEIPTS, showing PERCENTAGE of DUES RECEIVED from "SHIPPING," "COAL," "GOODS," and "MISCELLANEOUS," RIVER and DOCKS separately, in 1900.

(Handed in by Mr. R. Urwin on the Fifteenth Day. See Question 5410.)

	Fund.	River.	Per Cent. of Total Receipts.	Northumberland Dock Fund.	Per Cent. of Total Receipts.	Total Receipts.	Per Cent. of Total Receipts.
SHIPPING:		£ s. d.		£ s. d.		£ s. d.	
Tonnage Dues	River	81,849 11 5	21·34	—	—	81,849 11 5	21·34
Bridge Dues	ditto	10,296 15 7	2·68	—	—	10,296 15 7	2·68
Vessels not breaking Bulk Dues	ditto	14,448 10 8	3·76	—	—	14,448 10 8	3·76
Steamboat Dues	ditto	1,903 13 1	·49	—	—	1,903 13 1	·49
Harbour Lights, Buoys, and Beacons Dues	ditto	2,523 3 4	·66	—	—	2,523 3 4	·66
Tonnage Dues	Moorings	12,320 16 8	3·23	—	—	12,320 16 8	3·23
Ditto	Piers	47,866 3 4	12·48	—	—	47,866 3 4	12·48
Ditto	Dock	—	—	23,999 17 0	6·26	23,999 17 0	6·26
		171,208 14 1	44·64	23,999 17 0	6·26	195,208 11 1	50·90
COAL:							
River Tyne Export Due	River	75,641 3 6	19·73	—	—	75,641 3 6	19·73
Dock Due	Dock	—	—	12,601 10 6	3·28	12,601 10 6	3·28
		75,641 3 6	19·73	12,601 10 6	3·28	88,242 14 0	23·01
GOODS:							
Dues on Goods, &c.	River	40,362 2 4	10·52	—	—	40,362 2 4	10·52
River Craft and Sundries	Dock	—	—	1,192 4 6	·31	1,192 4 6	·31
Warehouse Rents	ditto	—	—	1,008 3 5	·26	1,008 3 5	·26
Wharfage Rates, &c.	ditto	—	—	19,625 9 5	5·12	19,625 9 5	5·12
		40,362 2 4	10·52	21,825 17 4	5·69	62,187 19 8	16·21
MISCELLANEOUS:							
Ballast Dues (Net)	River	525 7 6	·14	—	—	525 7 6	·14
Commodities brought in as Ballast and Ballast Warrants.	ditto	941 5 0	·25	—	—	941 5 0	·25
North and South Shields Ferries	ditto	19,209 16 2	5·01	—	—	19,209 16 2	5·01
Rents of Properties	ditto	3,258 5 5	·85	—	—	3,258 5 5	·85
Tyne Dock Landing Stage	ditto	290 18 2	·08	—	—	290 18 2	·08
Piers Landing Stages	ditto	122 9 1	·03	—	—	122 9 1	·03
River Craft Licences and River Licences	ditto	90 7 0	·02	—	—	90 7 0	·02
Miscellaneous	Moorings	22 1 9	—	—	—	22 1 9	—
Coal Shipment Dues	Dock	—	—	9,703 13 8	2·53	9,703 13 8	2·53
Rent of ouses Yards, Land, &c.	ditto	—	—	3,703 3 0	·97	3,703 3 0	·97
		24,460 10 1	6·38	13,406 16 8	3·50	37,867 6 9	9·88
OTALS	—	311,672 10 0	81·27	71,834 1 6	18·73	383,506 11 6	100·00

Appendix.

15th Day, No. 2 and 3.

2. STATEMENT showing the QUANTITY of MATERIAL DREDGED by the THAMES CONSERVANCY DREDGERS below LONDON BRIDGE for the SIX YEARS 1894 to 1899.

(Handed in by Mr. C. J. More on the Fifteenth Day. See Question 5464.)

	Cube Yards.
Above the Albert Dock entrance	513,870
Between Albert Dock entrance and Gravesend	459,460
Below Gravesend	117,560
Total	1,090,890

The cost of dredging and depositing this material for wages, coal, stores and repairs was 74,309*l.*
This gives an average cost of 16·35*d.* per cube yard, of which 7·55*d.* was for dredging and 8·80*d.* was for depositing.
The material consisted of ballast, clay, and conglomerate.
In addition to the above 365,000 cube yards were dredged below Gravesend under Contract, at a cost of 19,988*l.*
There has also been expended 3,070*l.* in Insurance and in inspection of dredging and deposit of material
NOTE.—New Hopper Barges have been provided and alterations made in the Dredgers, the cost of which is not included in above.

3.—FORM of DREDGING LICENCE GRANTED by the THAMES CONSERVANCY.

(Handed in by Mr. C. J. More on the Fifteenth Day. See Question 5490.)

No.

Date of Issue_____ 190

Name of Licensee _____

_____

Name of Vessel _____

Tonnage_____

Term of Licence:

From _____ 190

To 31st December 190 .

Amount Received, first instalment,

£_____

Exd _____ Regd._____

No.

Thames Conservancy, Victoria Embankment, London, E.C.

DREDGING LICENCE EASTWARD OF LONDON BRIDGE
In the
BED OF THE RIVER THAMES VESTED IN THE CONSERVATORS.

The Conservators of the River Thames, by virtue of the powers granted to them by the Thames Conservancy Act, 1894, and of every other authority them hereunto enabling, do hereby grant their Licence to

_____

of_____

to raise Gravel, Sand, or Ballast, by his_____

called the_____ of the burthen of_____ tons, from that part of the bed of the River Thames which lies eastward of London Bridge, and which is vested in the Conservators, from the _____ 190____ to 31st December 190____, on payment of the sum of___ _____ pounds_____ shillings and_____ pence (the first instalment on the issue of the Licence and the second instalment on the 1st July next), and subject to the conditions printed below and on the other side hereof.

Dated this____ ___day of_____ 190____.

R. PHILIPSON, Secretary.

Note.—Holders of Dredging Licences are specially cautioned that any infringement of the conditions of their Licences will subject them to forfeiture of the Licences, and to prosecution before a Magistrate.

The payment for this Licence is £____ _____, but the same is allowed to be made in two instalments, subject to the express condition to which the licensee hereby assents, that even though the vessel for which the Licence is granted be not used in the latter half of the year the instalment for such latter period shall be paid by and be recoverable from him.

From and after 1st July next and until such second instalment is paid the Licence will be void and of no effect, and the holder will be subject to the penalty for dredging without a Licence.

A separate receipt for the payment of the second instalment will be given on the Conservators' Official Form, and none other will be recognised.

RECEIVED *the sum of*_____ *pounds*_____ *shillings and*___ _____ *pence, being the first instalment of the charge for this Licence.* ___ _____

For the CONSERVATORS OF THE RIVER THAMES.

£_____ _____ 190____

CONDITIONS REFERRED TO IN THIS LICENCE.

1. That this licence be kept on board the vessel for which it is granted, and produced whenever required by any officer of the Conservators.

2. That the name of the vessel and owner be conspicuously painted on both sides of the vessel in white letters on a black ground, in characters of not less than 6in. in length and of not less than 1in. in thickness, and in such a position as to be seen when the vessel is fully laden.

3. That the dredging authorised by this licence be carried on under the inspection of the harbour master of the district or other officer appointed by the Board, and that the person to whom this licence is granted and the men employed by him in the dredging obey all orders given to him or them by the harbour master or officer with respect to the mooring, placing, or mode of working the vessel.

4. That no gravel, sand, or ballast be raised from any part of the bed of the River Thames which is not vested in the Conservators.

5. That no gravel, sand, ballast or other substances be dredged or raised from any part of the river except between Blackwall Stairs and Yantlet Creek, nor in any of the following portions of the river between those places, viz. :—

(a) The whole of the river, from the upper end of Woolwich Dockyard to Margaret Ness.

(b) The portion of the river on the Kent side of mid-channel, from Margaret Ness to the upper end of the Southern Outfall Works below Cross Ness.

(c) The portion of the river on the Essex side of mid-channel from the powder jetty at Purfleet to False Point.

(d) The portion of the river within 200 yards of low-water mark on the Kent side, from Dartford Creek to Broadness, and within 200 yards of the swinging buoys on that side.

(e) The whole of the river, from Broadness to the "Ship and Lobster," below Gravesend.

(f) The whole of the river, from the jetty at Shorn Mead Fort to Cliffe Creek.

(g) The portion of the river on the Kent side of mid-channel, from 100 yards above to 100 yards below the lower mile mark in the Lower Hope.

6. That dredging will be allowed for drift-sand only off Coal House Point for a distance of 800 yards above to 800 yards below the Ovens buoy, and between Broadness and the "Ship and Lobster," below Gravesend, except on the shelf inside the coal hulks between the canal entrance and the "Ship and Lobster," below Gravesend.

7. That no gravel, sand, ballast, or other substance be dredged or raised within 50 yards of any wharf, jetty, or landing-place, or of the river banks, nor within 200 yards of any permanent mooring.

8. That no gravel, sand, ballast or other substance be dredged or raised from the foreshore to a greater depth than 3ft. below the original level of the foreshore.

9. That no dredging be carried out for material other than drift-sand at greater depths than the following, such depths being measured below the level of low-water of an ordinary spring tide :—

(a) Within a distance of 50 yards outside of low-water mark, not exceeding 5ft.

(b) From 50 yards to 100 yards outside of low-water mark, not exceeding 10ft.

(c) From 100 yards to 200 yards outside of low-water mark, not exceeding 20ft.

(d) Beyond 200 yards outside of low-water mark :—

Westward of Crayfordness, not exceeding 30ft
Eastward of Crayfordness, not exceeding 40ft

10. That this licence be forfeited on the breach of any of the above conditions.

Note.—All applications for licences should be made in writing to the Secretary to the Conservators of the River Thames.

Appendix.

15th Day. No. 4.

4.—Regulations as to Quay Traffic and Dues in the Port of Hamburg.

(Handed in by Mr. G. A. Pogson, on the Fifteenth Day. See Question 5499.)

1.

The quay spaces are for the receipt of goods from sea-going vessels, and their delivery to the receivers, as well as for the receipt of goods destined for sea from the shippers and their delivery on board the vessels.

The quay traffic will be conducted in accordance with these regulations of the Department of Trade and Navigation by the quay administration for account of the State.

Separate quay spaces can by arrangement with the Department of Trade and Navigation be rented through the Finance Department to private shipowners or companies; also special quay space can be allotted by the Department of Trade and Navigation for the treatment and storage of certain classes of goods, not, however, for a longer period than one year, when such can, according to their judgment, be effected without prejudice to the main purpose of the quay erections.

2.

Vessels can only lie at the quays after notice has been given to the quay administration, and after a special station has been allotted to such vessels.

Such vessels will, as a rule, be permitted to lie at quays provided with sheds, as intend to unload goods therefrom or discharge goods into the same.

In exceptional cases vessels which only intend to unload goods in bulk on to railway waggons, or take the same therefrom, will, with permission of the quay administration, also be allowed to moor at such quays.

At quays provided with sheds preference will be given to steamers over sailing vessels, and amongst steam vessels to those belonging to lines regularly trading to and from Hamburg; as far as is possible such lines will retain the same places for mooring of their vessels.

In the cases of paragraph 593 of the Commercial Code the master is allowed to lay to at the usual place of discharge of his vessel.

3.

The quay administration will endeavour to prevent the necessity of vessels having during discharge or loading, to change their places at the quays (see No. 2). Masters of vessels are, nevertheless, compelled to quit the quays upon order of the quay administration, as well as to boom off their vessels at such a distance from the quay walls as may permit goods in barges or river craft to be unloaded. The arrangements for such booming off have to be effected by the ship.

4.

Up-river craft are only allowed as a rule to lie at the quays when discharging or loading more than 500 packets or 50 tons weight. Permission to load or discharge smaller quantities will only be accorded by the quay administration very exceptionally. The transfer even of quantities of 500 packets, or 50 tons weight or more, may also be refused when the quay is fully occupied by vessels or harbour craft.

5.

Bullion, articles of artificial value, fragile, inflammable and other dangerous goods, loosely heaped matter and living animals will only be admitted at the quay side upon special arrangement with the quay authorities.

Loading and discharge of goods arriving by sea.

6.

As soon as possible after arrival of a vessel at the quay, in any case before the discharge of goods, a list of the cargo, in which all goods, with addresses, marks, contents, and weights, must be delivered up.

The quay administration reserves to itself the right of accepting names or numbers of pieces of merchandise instead of weights thereof.

Special notice has to be given of every single piece exceeding 1,500 kilos (or 1½ tons) in weight; inflammable or other dangerous goods have also to be specially notified in the list of goods rendered to the quay authorities. The vessel, and respectively its representative, is responsible for all damage accruing to the quay, the goods on same or vessels thereat through incorrect or insufficient particulars of goods rendered to the authorities.

Such person must, when weighing of goods for purpose of assessing the quay dues becomes necessary through faultiness or incorrectness of weights given in such lists, pay the weighing fees set forth in the tariff for that purpose.

7.

The receipt of goods arriving by sea by the quay authorities commences with their completed landing on the quays.

The vessel, and respectively its representative, remains responsible for all damage and shortage until goods have been taken over by the receiver, so far as such cannot be shown to have taken place on the quays themselves.

8.

The delivery up of goods which have arrived by sea takes place only against presentation of bills of lading upon which the ship's representative must signify his consent thereto. This consent can take the form of a stamp upon such bills of lading.

The receipt of the receiver of the goods is to be affixed upon or to the bills of lading. Should the receiver by reason of incompleteness or bad condition of the goods dispute their receipt, he is entitled to break off their receipt. In such cases he is only compelled to give his receipt for the actual quantity of goods already cleared by him.

The delivery up of goods which will only be accepted by the receiver under protest or conditionally, can only take place in the presence of or after expressed consent thereto of the ship's representative.

9.

The delivery up of goods can, at request of the receiver, also be effected upon part notes which have, however, in accordance with the requirements of paragraph 8, to be noted upon the bill of lading demandable. On such part notes mention must be made of the particular part of the total quantity of goods mentioned in the bill of lading, and to whom such is to be delivered. The receipt of the goods is to be endorsed upon the bill of lading by the holder of such part note.

Any sorting, etc., necessitated by the presentation of part notes accrues to the holder of the bill of lading.

Acceptance of and delivery up of goods destined for sea.

10.

The acceptance of goods destined for sea, by the quay authorities, takes place solely against the delivery of ships' notes, in which the goods are scheduled according to description, packing, marks, numbers, and quantities or weights, as well as the name of the vessel on which they are to be loaded.

Special notice has to be made in such shipping notes concerning, as mentioned in paragraph 6 herein, weights exceeding 1½ tons, as well as in regard to inflammable goods and those of a dangerous nature.

The shipper of the goods is answerable according to the regulations of paragraph 6 hereof, parts 4 and 5.

The quay authorities are not compelled to accept goods for a vessel for which no place is yet assigned on a quay.

Request of a shipper for detention of goods delivered, or for non-shipment, will be complied with by the quay authorities as far as is possible. In such cases the storage fees set forth in paragraph 26 hereof have to be paid, as also the dues fixed by paragraph 31.

11.

Upon acceptance of goods destined for shipment by sea a receipt for same will be issued by the quay authorities. The shippers of same remain responsible for all damage and shortage of goods not only when they are noted in the receipt notes at time of being taken over, but also when such is discovered before being delivered on board the vessel, when it has not occurred on the quay.

12.

The delivery on board of goods follows in the order desired by the ship's representative. The administration does not accept responsibility for any delay in shipment occasioned thereby.

The delivery of goods on board a vessel takes place against receipt notes. The quay authorities are responsible for all exterior damage and shortage which the shipper is not, in conformity with paragraph 11, responsible for.

Any objections to the condition of the goods must be made by the ship's representative immediately upon their receipt on board. Failing the same all and every responsibility on the part of the quay authorities ceases.

Loading and discharge of goods.

13.

The discharge of goods from vessels on to the quay, and the loading of the same from the quay on to vessels, is effected as a rule by means of the cranes of the vessels, and those of the quay.

The quay authorities will do their best to provide a crane, with its accompanying men, at every hold of a vessel (on the quay).

That part of the work of loading and discharging which falls upon the vessel must be effected without interruption, and in such a manner that no delay or interruption ensues to the work on the quay. In the case of the traffic conveniences and attendant manual labour ordered by the vessel remaining unused the vessel has to defray such costs as ensue thereby to the quay administration. The quay authorities may if no attention is paid to the request of resumption of labour on board, order the removal of such vessel from the quay.

14.

The necessary cordage and chains for attachment of goods to the crane chains have to be provided by the vessels. In the case of such material being provided by the quay authorities no responsibility is accepted by the quay authorities in connection therewith.

When discharging the goods have to be placed perpendicularly under the crane chains by the ship attendants, and have further to be attached by them thereto. When loading goods from the quay the affixing of goods to the crane chains has to be effected by the quay attendants. Each party is responsible for damage ensuing through fault of its own labourers or attendants.

Like regulations attend the delivery of goods on board from the quay, and discharge of goods on to the quay from river craft.

15.

Goods arriving or being despatched from the quay per railway waggons will be loaded thereon, or therefrom, by the servants of the quay administration.

The further regulations concerning the despatch of goods per railway to and from the quays are contained in the railway quay regulations of the 15th of August, 1888, and carrying out decree of the 27th of September, 1888.

Goods arriving or departing by road waggons have to be delivered at and taken from the edge of the quay platforms (sheds) by the carters and their assistants. When necessary assistance is to be given gratis by the quay authorities.

16.

Burdens up to 150 tons in weight can be deposited at and taken away by means of cranes from the quay.

Vessels desirous of loading or discharging articles weighing upwards of 2 tons can, after necessary notice has been given, lay to at a quay for the purpose.

For the use of the cranes in loading and discharging crane fees, as set forth in paragraph 28 hereof, are leviable.

Ships using the quays solely for the loading or discharge of specially heavy articles, will not be burdened with the space dues (Naum Gebuhr, paragraph 22, I.) but only with loading dues (paragraph 22, II.).

Storage of goods at the quays.

17.

Storage dues for storage of goods on the quay spaces, including the collecting and sorting sheds, will not be charged for the first two working days after the discharge or delivery of goods, with the exception of those cases mentioned in paragraph 26 hereof, when payment of storage fees commences at the moment of storage.

The quay authorities are not obliged to provide accommodation for goods longer than twice 24 hours after the discharge or delivery of goods on to the quay. They are, moreover, entitled, after 24 hours notice by them, to store the same otherwise, at the expense and risk of the receiver or sender. Additional decree in accordance with a publication of the High Senate, dated the 21st of December, 1894.

In the event of the non-removal of goods thus stored otherwise, within a period of two months, against payment of the dues and expenses which have thus in the meantime accrued the quay administration is empowered, after due notice to the receiver or the sender, at the expense of those whom it may concern, to sell the same by public auction. The same right accrues to the quay authorities in regard to goods stored on the quays for which the storage dues or other fees or expenses are, notwithstanding repeated notice, in arrears. For all such goods as are by the quay authorities for any sufficient reason deemed unfitted for further accommodation, the said period of two months can, upon due notice to the receiver or sender of same, according to their judgment, be shortened.

In the case of the receiver or sender of such goods not having his residence in Hamburg, or not being able to be traced, the notices referred to above have to be made twice, with intervals of at least a week, in the official gazette.

The proceeds remaining over, after deduction of dues and expenses of the public auction, etc., shall, if not claimed by the proper parties within two years of the date of sale, fall to the public Treasury.

Working hours.

18.

The hours of labour at the quays will be fixed by the quay authorities. Work during the hours of the evening or the night will be sanctioned to a limited extent at request of the authorities or an application of the ship's representative. Only in most urgent necessity will work be permitted on Sundays or public holidays. Sundays and public holidays, if work be carried on on board the vessels, will be reckoned as lay days. (Paragraph 22 I.).

The additional fees set forth in paragraph 29 will be reckoned for work after the normal time of labour, as well as for that carried on on Sundays or public holidays.

Responsibility of the quay authorities.

19.

The quay administration remains answerable (with exception of the cases set forth in paragraph 14, clause I.) for damage resulting from breaking of their cranes, chains or appliances.

The quay authorities are further responsible to the shippers and receivers for goods taken over by them as far as they are not freed therefrom by previous passages herein, and so far as damage thereto and shortage thereof is not due to the natural conditions of the goods, or to "force majeure." But they are not answerable for any damage by fire, not even in the event of such damage being due to their own employés.

For goods stored on freely exposed quays where no sheds exist, no responsibility is accepted by or accrues to the quay authorities for damage thereto by weather or through robbery.

Appendix. — 15th Day, No. 4 continued

The quay administration is not responsible for delays resulting from the non-punctuality of the railway authorities in providing railway waggons.

Receipt of presents prohibited.

20.

The acceptance of presents or drink money by officials or employés, in any form whatsoever, as well as the participation in business in goods of any description, such as empty cases, barrels and sacks, offal, and sweepings, is forbidden under pain of penalties and instant dismissal.

Ordinance of penalties.

21.

All persons using or visiting the quays, including the masters and crews of vessels using the same, as well as of barges and similar craft, and carters and draymen, have to obey the instructions of the quay officials. Contravention of same will be punished with fines up to 100 marks, so far as a more severe punishment is not provided for by the general penal codes. Damage to property, etc., attending same or accruing therefrom has also to be made good by the parties in question.

Owners of vessels and of vehicles are responsible for offences by their employés.

Fees.

22.

The following fees will be levied by the quay administration for the use of the quays, including the quay sheds:—

1. A space fee of

(*a*) For discharge and loading as well as for discharge or loading at the longest for five times, 24 hours, per cubic metre of hold measurement, net,
17·5pf. = $2\frac{1}{16}$d. (formerly 15pf.)

(*b*) For each 24 hours or less longer than the above,
$3\frac{1}{2}$pf. = $\frac{7}{16}$d. (formerly 3pf.)

This fee has to be borne wholly by the vessels.

(Extract from the decree of the High Senate, dated 12th July, 1895.)

1. . . . . .

2. The space dues for use of the quays and quay sheds will, under corresponding alteration of the numbers I*a.*, I*b.*, and III. of the Traffic and Fees Order for the quays, of December 22nd, 1893, from July 1st, 1895, be raised to 17·5pf., 3·5pf., and 12pf. per cubic metre of the net hold measurement.

3. The previous tariff . . . . . .

The space dues for the quays of 15pf., 3pf., and 10pf. are also in the future to be levied from such vessels as in accordance with paragraph 39 of the Ships Measurement Order of the 1st of March, 1895, can present a certificate of measurement issued previous to July 1st, 1895.

II. A landing due for goods discharged on to the quay or loaded from the quay of

Per 100 kilos - - - - 10pf. = $1\frac{1}{2}$d.

Seven-tenths of such loading fee has to be borne by the vessel, and three-tenths by the goods. The quay authorities levy the whole sum from the representative of the vessel, to whom it is left to collect from the various shippers of goods the proportional part of this fee falling upon them.

The administration is empowered to undertake trial weighings; when an excess of 5 per cent. is apparent by such weighing, or still greater excess becomes apparent, the tariff fees for weighing of such goods will be levied. For goods which on account of nearly equal weight are according to trade custom simply noted in the cargo list as so many pieces (barrels of herrings, casks of wine, and such like), the assumed weight for purpose of loading fees will be fixed by the quay managers. Should other goods be included in the cargo list without their weights being noted therein, and no weighing of same have otherwise taken place at the quay, the quay administration is entitled to undertake such weighing, levying for same the usual tariff fees.

In all cases where weighing has taken place at the quays the weights thus ascertained will be used by the administration as a basis for the fees chargeable.

III. When goods discharged on to a quay from a seagoing vessel have to be reloaded at the same quay into another vessel, such as a coasting craft, river barge, etc., the loading fee for the reloading of the goods will be reduced to 5pf. = $\frac{5}{8}$d. for each 100 kilos, and the space dues for the vessel receiving them will, so long as the use of the quay is confined to the taking in of such goods, also be reduced to $\frac{\text{10pf.} = 1\frac{1}{4}\text{d.}}{\text{new 12pf.} = 1\frac{1}{2}\text{d.}}$ per cubic metre of the net hold space. (*See* above extract from decree of July 12th, 1895, No. 2.)

IV*a*. At time of delivery of goods arrived by sea by the freighters:—

(1) Landwards, except when conveyed there by rail (*see* paragraph 25), per 100 kilos - - - 8pf. = 1d.

(2) On to open or covered barges - - - Free.

(3) On to Upper or Lower Elbe river craft, per 100 kilos - - - - - - - 5pf. = $\frac{5}{8}$d.

(*b*) At the time of the receipt of goods destined for shipment by sea also by the freighters:—

(1) From the country, but not arriving by rail, per 100 kilos - - - - - - - - 8pf. = 1d.

(2) By water, per 100 kilos - - - 10pf. = $1\frac{1}{4}$d.

23.

In the event of the quay used for the purpose, or in single cases appointed by the quay administration wholly for direct removal of bulk goods from the vessel to the railway or *vice versâ*, without any storage of the same in the quay sheds occurring between times, the following fees will, at time of removal, be levied in place of those set forth in par. 22 hereof:—

1. Manure of all sorts, raw iron, ore, saltpetre, rice, asphalt, lead, coals, cement, grain in sacks, stones, sand, sugar, salt, kainit, slates, paving stones, railway lines and railway plant, cotton seed meal and cotton seed cake, coarse ironware, iron bars, chlorate of magnesium, zinc blocks, as well as other metals of low value, iron and steel wire (also fencing and barbed fencing wire) in coils or packages, pressed coal blocks, and mortar—

5pf. = $\frac{5}{8}$d. per 100 kilos.

2. Cotton, hides, oilcake, wool, jute, herrings, potatoes, corkwood, dyewood, empty bottles (loose, unpacked) in crates, H-iron, iron sheeting, hay in trusses, parts of machinery, meat—

7·5pf. = $1\frac{1}{16}$d. per 100 kilos.

The Department of Trade and Navigation reserves to itself the right of classifying under Parts 1 and 2 other articles as bulk goods.

This fee is to be borne half by the ship and half by the receiver or person despatching the goods. The quay administration levies the whole of the fee from the ship's representative, to whom it is left to recover from those interested in the cargo the share falling to them.

For the forwarding of the goods in bulk just cited over the quay and harbour railway lines, a reduced harbour railway fee of 3pf. per 100 kilos will be levied. This reduction comes into force, however, only when a direct removal takes place from the ship to the railway, or *vice versâ;* should the goods after removal from the vessel or the railway be stored in the open on the quay, the full harbour railway fees, under par. 12 of the Quay Railway Regulations (*See Appendix*), come into force, and in addition those in clause 1 of this paragraph, as well as in certain cases (par. 26) also the storage dues.

Should the goods stored in such manner on the quay from the vessel or the railway, in consequence of altered disposal, not be eventually placed on board a ship or a railway waggon, but be removed by road waggons or river craft from the quay, in addition to the dues mentioned in clause 1 of this paragraph and the storage fee, there comes into force also the dues payable by the representative of the cargo mentioned in par. 22, under clause IV., with the condition that in such cases a fee of 5pf. = $\frac{5}{8}$d. per 100 kilos is also leviable.

24.

When goods are, with sanction of the quay authorities, delivered on the quay for a seagoing vessel which does not take them on board, in addition to the fee for their delivery under par. 22 IV*b.*, there shall be levied from the ship's representative a further fee for putting them down fixed as follows:—

1. If the ship upon the same voyage has already used the quay for discharge and or for partial loading, and in consequence is liable for space dues 10pf. = 1½d. per 100 kilos.

2. In reverse cases 20pf. = 2½d. per 100 kilos.

In all other cases in which goods are exceptionally received by the quay authorities which are neither discharged from seagoing vessels nor loaded into the same, a fee for putting down or taking up of same of 20pf. = 2½d. per 100 kilos is chargeable to the person applying for such acceptance.

25.

The fees for use of the collecting or distributing sheds, as well as for despatch along the quay and harbour railway lines, are fixed by the Quay Railway Regulations of August 15th, 1888.

In addition to the reduction cited in par. 23 for goods in bulk transferred direct from the vessel to the railway, or *vice versâ*, there has to be added to the tariff alluded to the following reduction:—

For bunker coal, which is removed direct from the railway lines at the quay side to the seagoing vessels, without assistance of the employés or plant belonging to the quays, there has to be paid by the person applying for the right a fee of 1pf. = ⅛d. per 100 kilos, but at least 1 mark = 1s. for each railway waggon employed.

The decision as to the part of the quay at which the direct removal has to be effected remains with the quay authorities.

26.

Storage fees as follows will be levied after the expiration of the two first free working days:—

For 100 kilos per working day - - 2pf. = ¼d.

However, instead thereof

(1) For grain, oilseed, flour, and podded fruit, per 100 kilos per working day - - - - 1pf. = ⅛d.

(2) For empty casks, baskets, cases, per 100 kilos per working day - - - - - - 6pf. = ¾d.

(3) For machinery, the storage of which is permitted in the open, per 100 kilos and month - 10pf. = 1½d.

(4) For stored goods in bulk (paragraph 23), per 100 kilos and month - - - - - 2pf. = ¼d.

For goods delivered for shipment but taken away again (par. 10, clause 5), as well as for such goods as in accordance with the last clause of par. 24 are neither discharged from seagoing vessels nor will be loaded on same, the storage fees will be charged from the time of their receipt on the quay.

27.

Weighing fees as follows will be levied from the giver of the order:—

(1) For weighing on delivery, or on being taken away, per 100 kilos - - - - - 6pf. = ¾d.

(2) For weighing and per 100 kilos - 10pf. = 1½d.

(3) For weighing piece by piece, per 100 kilos, 12pf. = 1½d.

but at least 6pf. = ¾d. for each packet or parcel.

Weighing at the time of loading on the railway waggons for the purpose of ascertaining weights for the railway service is effected gratis, with exception of the bulky goods for direct removal (see par. 23). Should in the last-mentioned case a weighing through the quay authorities be demanded, a fee of 4pf. = ½d. per 100 kilos will be levied.

The fees set forth above under clauses 1 to 3 will also be enforced when the parties interested weigh their goods upon their own weighing machines, and with their own employés. In this case, however, the quay authorities are empowered to forego the fee when with their consent, after completed delivery on the quay side, such goods are weighed by the parties interested upon their own weighing machines and by their own employés.

28.

For hoisting and lowering articles of more than two tons weight, including the provision of chain slings, the following crane dues will be levied from the applicants for same:—

For articles weighing	When being removed from a sea-going vessel to the railways, or *vice versâ*.	In all other cases.
	Per 100 kilos.	
2,000 to 3,000	5 pf.	10 pf.
3,001 „ 5,000	10 „	20 „
5,001 „ 7,500	15 „	25 „
7,501 „ 10,000	20 „	30 „
10,000 „ 12,500	25 „	35 „
12,501 „ 15,000	30 „	40 „
15,001 „ 17,500	35 „	45 „
17,501 „ 20,000	40 „	50 „
20,001 „ 25,000	45 „	55 „
25,001 „ 30,000	50 „	60 „
30,001 „ 35,000	55 „	65 „
35,001 „ 40,000	60 „	70 „
40,001 „ 50,000	65 „	75 „
50,001 „ 60,000	70	80 „
60,001 „ 70,000	72·5 „	82·5 „
70,001 „ 80,000	75 „	85 „
80,001 „ 90,000	77·5 „	87·5 „
90,001 „ 100,000	80 „	90 „
100,001 „ 110,000	82·5 „	92·5 „
110,001 „ 120,000	85 „	95 „
120,001 „ 130,000	87·5 „	97·5 „
130,001 „ 140,000	90 „	100 „
140,001 „ 150,000	100 „	100 „

When a longer storage takes place on the quay than is really requisite for the preparation for delivery of an article, there will, in addition to the storage fees which accrue, be further levied for the second hoisting of the article the half of the above crane dues.

Additional fees.

29.

For labour outside the usual hours of work there comes into force the following additional fee for every loading or discharging station, to be reckoned in each case for every hour or fraction thereof:—

Until 10 p.m. - - - - 5marks.
After 10 p.m. - - - - 7·50marks.

For work on Sundays or public holidays the additional fee for every loading or discharging station is 15marks.

Lowest charges.

30.

In every case of a charge being made, not less than 30pf. = 3¾d. will be levied.

Parts of 100 kilos and parts of days will be reckoned as full and the charges rounded off upwards to 10pf.

31.

For the issue of certificates, as well as for acceptance of application for detention of goods, a fee of 1mark will be in every case levied.

A fee of 30pf. = 3¾d. will be levied for each certificate of part bill of lading.

For the repair of packing and for other exceptional services, so far as same is undertaken by the quay authorities, the outlays and actual expense will be burdened with an addition of 20 per cent.

This decree comes into force on January 1st, 1894.

Given at the meeting of the Senate, Hamburg, December 22nd, 1893.

SIXTEENTH DAY.

1.—TABLE of CASES where the LAW relating to COMPULSORY PILOTAGE has proved a hardship.

Appendix.
16th Day, No. 1.

(Handed in by Mr. T. W. Jacobs, Junior, on the Sixteenth Day. See Question 5575.)

Date.	Barge Owner.	Name of Barge.	Name of Colliding Ship.	Amount of Claim.	Remarks.
1895.				£. s. d.	
7 May	Francis and Company, Limited.	Wolf and Welmandura	Furst Bismarck	34 –	Abandoned; pilot impecunious.
1 August	Murray, S. G.	Success	Merrimac	14 6 –	ditto ditto.
4 October	Williams, F.	Ellis	Canute	45 11 –	Action lost against steamer; pilot no money.
3 December	Horne and Hinton	Wear	Jane and Louisa and Byron.	14 – –	Action againt "Jane" and "Louisa" lost; abandoned against pilot.
1896.					
18 January	Perkins and Horner	Kent	Nellie	92 2	Sued the "Nellie," pilot held to blame; abandoned against pilot. Costs 140*l.*, paid by plaintiffs in addition to bearing damage and their own costs of action.
	Thames Steam Tug and Lighterage Company, Limited.	Revolution and Horatio.	„	170 – –	
	J. and C. Harrison	Beauty and Eaton	„	16 1 –	
	Horne and Hinton	Ada and Avon	„	6 12 6	
	Deering and Rowbottom	China, America, India, and Malacca.	„	332 – –	
17 June	Bridge, Wm., and Son	Richard	Holland	21 4 –	Abandoned; pilot no money.
26 „	Kaiser Steam Tug Company.	Tug—Don	Portia	220 – –	ditto ditto.
26 September	Page, Son and East.	Norman	Schwan	23 4 –	Settled for 10*l*
7 October	Francis and Company, Limited.	Bahamas	Ystroom	18 15 6	Abandoned; pilot undischarged bankrupt.
1897.					
20 February	Keep, A. H.	Wm. Varney	Weger	25 17 –	Abandoned; pilot impecunious.
April	A. Frey and Company, Limited.	Chub	Amstelstroom	17 11 –	ditto ditto.
	Thames Steam Tug and Lighterage Company, Limited.	Ralph	„	152 – 2	16*l.* only recovered from pilot under a Commital Order.
June	Darling Brothers and De Clermont and Donner	Annie	Winestead	3,000 – –	Action tried; both vessels held to blame; nothing recovered from pilot.
1898.					
17 January	Paramor and Sons	Alice Mary	Breidablik	850 – –	495*l.* recovered from Underwriters, pilot not worth suing; net loss, 355*l.*
	Woodward, J.	Industrious	Pampa	20 – –	Action lost against teamer; nothing recovered from pilot.
April	Deering and Rowbottom	Nellie	Amstelstroom	79 – –	Nothing recovered from pilot
	Dards, G.	St. Olave's	Zaanstroom	—	ditto ditto.
July	Wrightson and Son	Denver	Sprite	Over 3,000*l.* Barge loaded with tea.	Abandoned pilot impecunious.
December	Shelbourne, J., and Company.	Welcome Home	Flugt	42 – –	Pilot filed his petition after judgment had been obtained against him. His friends paid 21*l.* in settlement. Costs of proceedings, 9*l.* 11*s.*
1899.					
January	Thames Steam Tug and Lighterage Company, Limited.	Kinnaird	Grange	139 19 11	Nothing recovered.
	Pope and Company	Percy	Condor	89 13 6	Abandoned against pilot.
	Vanderwood, G. and G.	Factor	Perth	255 18 6	Settled for 73*l.*, rather than sue.
March	Horne and Hinton	Ajax	Avon	44 4 –	Settled for 20*l.*, that being all the pilot alleged he could find.
July	Owen, J.	Gladys and nine other barges.	Claudia	90 – –	Recovered judgment against pilot. Execution realised only 4*l.* 18*s.* Costs of action amounted to 58*l.* 5*s.* 7*d.* in addition.
September	Husband, J., and Company	Ernest	Viola	574 9 9	102*l.*, the amount of the pilot's statutory liability, recovered.
	Curtis, A B. and Company	Hilda	„		
December	S. Williams and Sons, Limited.	Damage to moorings	Carisbrooke Castle	31 17 6	Settled for 10*l.*

Appendix.

16th Day, No. 1—continued.

1. TABLE of CASES where the Law relating to COMPULSORY PILOTAGE has proved a hardship—*continued.*

Date.	Barge Owner.	Name of Barge.	Name of Colliding Ship.	Amount of Claim.	Remarks
1899.				£. s. d.	
December	Anderson, E.	Albert and Ellen	Barrowmae	33 16 –	At the time this occurred, the "Barrowmae" was also in collision with s.s. Malaga, s.s. Eagle, and barque Argo, doing immense damage altogether, and as Mr. Anderson's proportion of pilot's statutory liability would have been so infinitesimal he dropped his claim.
November	Keep, A. H.	Clifford	Fremona	429 10 6	100*l.* and pilotage recovered.
1900.					
25 January	Darling Brothers	David	Inchcape Rock	10 – –	Nothing recovered from pilot.
31 „	- - - ditto	Sapphire	Ystroom	20 – –	Pilot undischarged bankrupt.
March	Storr and Company	Sussex	Charles Dickens	1,086 – 11	Ship sued, admittedly wrong in navigation, but Court held the pilot responsible, who had no means, the result being that in addition to the claim the legal charges amounted to 340*l.* 17*s.* 7*d.* Total loss 1,426*l.* 18*s.* 6*d.*
April	Alexander, W. H. J.	Dundee	Maggie Warrington	43 16 –	Abandoned. Pilot undischarged bankrupt.
	Chippendale and Thornhill	Gray Pique	Cumeria	53 19 –	Nothing recovered
July	William Pearce and Sons, Limited.	Ethel (two lightermen drowned).	Bostonian	504 4 –	Nothing recovered from pilot.
September	Gardiner, Tomlin and Company, Limited.	Wales and Fred	Knut Skaaluren	100 17 –	Steamer held to blame, but protected by compulsory pilotage. Costs 110*l.*, in addition to damage paid by the plaintiffs.
	William Cory and Son, Limited.	Ericht, Louisa, Sussex, and Guiana.	„ „	25 17 9	
	G. E. Wood and Son	Reading	„	35 2 –	
October	Forbes, Abbott and Lennard, Limited.	Irene	Alagonia	6 11 6	Pilot is paying by instalments of 10*s.* per month (an example of the means of those who are supposed to be able to pay 100*l.* when required).
	Parsons and Watson	Henry and Annie	Lizard	5 10 –	Abandoned. Pilot impecunious; says he cannot pay.
November	Nash and Miller	Fortitude	Saba	54 11 –	Saba damaged a number of other vessels, so claim abandoned, as suing the pilot would mean throwing more money away.

2.—Correspondence between the Association of Master Lightermen and Barge Owners, the London and India Docks Joint Committee, and the Board of Trade, on the subject of the suggested Regulations in respect of Passes for Lighters using the London and St. Katharine Docks.

(*Handed in by Mr. T. W. Jacobs, Jun., on the Sixteenth Day. See Question 5576.*)

London and India Docks Joint Committee.

Regulations suggested by the Association of Master Lightermen and Barge Owners respecting passes for Lighters containing goods entered for Warehousing at other places than the Docks in which the Ship discharges.

If the goods are delivered into the lighter direct from the ship, the lighterman shall immediatly upon receiving the goods sign a receipt for the number of packages delivered, and shall not be required to sign for marks, condition, weights or contents, and the master, mate or other officer in charge of the ship or other authorised person shall thereupon give him a pass specifying the description and quantity of goods delivered into the lighter, which pass shall be countersigned by the officer of Customs on board the ship, and upon delivering the same at the lock gate the lighter shall be entitled to go out of dock.

If the goods entered for warehousing at other places than the dock in which the ship discharges have been placed upon the quays for convenience of assortment or otherwise, the lighterman shall immediately upon the completion of the loading of his lighter sign a receipt for the number of packages delivered to him, and shall not be required to sign for marks, condition, weights or contents; and thereupon a duly appointed officer at the department where the goods have been shipped into the lighter shall give him a pass, specifying the description and quantity of goods so delivered into the lighter, and that pass on being lodged with the gatekeeper at the lock shall entitle the lighter to pass out of dock.

The Joint Committee or the Shipowners will provide that there shall always be conveniently at hand during the working hours a duly appointed officer to sign the pass above referred to.

Provided that in the event of any dispute arising between the lighterman on the one hand, and the representative of the ship or the representative of the Joint Committee on the other hand, and if no mode of settling the dispute is agreed upon by the parties, and provided also that the Dock company have no lien on the barge or cargo, the Joint Company shall allow the barge to pass out of dock upon the written demand of the master lighterman or his representative.

These Regulations shall remain in force for a period of 12 calendar months from the 1st July 1898, and if it is then found that they are working satisfactorily, they shall be renewed for an indefinite period, either party interested having the right to re-open the question on giving three months' notice thereof to the Board of Trade.

Board of Trade (Fisheries and Harbour Department),
7, Whitehall Gardens, London, S.W.,
24 March 1900.

Sir,

With reference to previous correspondence upon the subject of the Regulations in respect of passes using the London and St Katharine Docks, I am directed by the Board of Trade to acquaint you, for the information of the Association of Master Lightermen and Barge Owners, that the Board have decided to renew the present Regulations for a further period of 12 months from the 1st April next.

A copy of a letter which the Board have addressed to the Joint Committee, informing them of the above decision, is enclosed.

I am, &c.
(signed) *T. H. W. Pelham.*

The Secretary to the
Association of Master Lightermen and Barge Owners,
109, Fenchurch Street, E.C.

Board of Trade (Fisheries and Harbour Department),
7, Whitehall Gardens, London, S.W.,
24 March 1900.

Sir,

With reference to previous correspondence upon the subject of the Regulations in respect to passes for lighters using the docks of the London and St. Katharine Docks Company, and to the Conference which was held here on the 12th December last, between representatives of the Association of Master Lightermen and Barge Owners, of the Association of Wharfingers, Warehouse Keepers, and Granary Keepers, and your Committee, I am directed by the Board of Trade to inform you that the amendments which were proposed to be made in the Regulations were, as arranged at the Conference, submitted to the General Shipowners' Society for their observations, and the Regulations were at the same time continued for three months in order to afford sufficient time for their consideration.

The Shipowners' Society strongly objected to the proposed amendments, and stated that they were advised that the proposed addition to the Regulations went beyond Mr. Justice Mathew's decision in the case of Waldemar Friedlaender *v.* Shaw Savill and Albion Company, Limited (Queen's Bench Division, High Courts of Justice, March 1897).

The Board of Trade, while still anxious to give effect to Mr. Justice Mathew's decision, feel that the present time, when the whole question of the administration of the docks may form the subject of inquiry, is not opportune for making alterations in Regulations which are strongly opposed by some of those interested.

In these circumstances the Board have decided to renew the present Regulations in their existing form for 12 months from the 1st April next.

A copy of the Regulations, with the approval of this Board inscribed, is herewith enclosed.

I am, &c.
(signed) *T. H. W. Pelham.*

The Secretary to the
London and India Docks Joint Committee,
109, Leadenhall Street, E.C.

Appendix.

16th Day, No. 2 —continued and 3.

Fisheries and Harbour Department, 7, Whitehall Gardens,
London, 28 March 1901.

Sir,

With reference to previous correspondence upon the subject of the Regulations in respect of passes for lighters using the London, St Katharine, Royal Victoria, and Royal Albert Docks, I am directed by the Board of Trade to acquaint you, for the information of the Association of Master Lightermen and Barge Owners, that the Board have renewed their approval of the present Regulations for a further period of 12 months from the 1st April next.

I am, &c.
(signed) *T. H. W. Pelham.*

The Secretary to the
Association of Master Lightermen and Barge Owners,
109, Fenchurch Street.

3.—Copy of the Judgment in the case of Waldemar Friedlaender *v.* Shaw, Savill and Albion Company, Limited, in an Action for the Wrongful Detention at the Victoria Dock of a Lighter containing Plaintiff's goods.

(*Handed in by Mr. T. W. Jacobs, Junr., on the Sixteenth Day. See Question 5576.*)

Royal Courts of Justice,
Monday March 1st, 1897

IN THE HIGH COURT OF JUSTICE.

Queen's Bench Division.
(Commercial Court.)

Before:
Mr. Justice Mathew.

Between Waldemar Friedlaender - - - - Plaintiff,
and
Shaw, Savill & Albion Company, Limited - - Defendants.

Mr. Rufus D. Isaacs, instructed by Messrs. Keene, Marsland, Bryden, and Besant, appeared for the Plaintiff, and

Mr. Frederick Laing, instructed by Messrs. Ince, Colt, and Ince, appeared for the Defendant Company.

His Lordship having heard the evidence and the arguments of Counsel, took time to consider his Judgment.

Judgment.

This was an action brought by the Plaintiff as owner of goods against the Defendants the owners of the steamship "Gothic" for the wrongful detention at the Victoria Dock of a lighter containing the Plaintiff's goods, which had arrived by that vessel. The goods which were 621 sacks of beans and tares had been consigned to the Plaintiff under two bills of lading and consisted of eight different parcels varying in quantity, each parcel being described by a different mark. The goods were landed on the dock quay in bulk, that is without being sorted, with the rest of a very large cargo. The Plaintiff said employed a firm of Wharfingers, Messrs. Thomas Groves & Sons, to take delivery of the goods, and they had sent a barge for the purpose in charge of one of their lightermen. On the 8th January 1897 and following days the goods were put into the lighter from the quay by labourers employed by the ship, and a delivery of part had taken place after dark. The lighterman kept no tally of the number or of the marks on the bags in each parcel. It was not the course of business that the lighterman should keep any such tally. When the loading was finished the lightermen applied to the agents of the Defendant Company for the usual order to enable him to leave the dock. He was required to sign a receipt in which the description of the goods corresponded with the marks and numbers in the bills of lading. This document the lighterman refused to sign and proposed that the receipt should show that while he admitted the total number of bags shipped, he did not admit the number or the mark on each parcel of bags. The Defendants insisted upon their right to a receipt in the proposed form, and as the lighterman would not give way, they refused to permit the lighter to leave the dock for several days. In the end some arrangement was come to, and it was agreed that the question in dispute should be submitted to the decision of a Court of Law.

At the trial before me a large body of evidence was submitted on the part of the Defendants with the view of showing that in the ordinary course of business the lighterman was bound to sign the receipt as required by the Defendants, and that by custom the delivery was not obtainable from the ship by the Merchants unless this condition was complied with.

It was proved or admitted that prior to the dock strike in 1891, the Dock Company's servants landed the goods and loaded them into the Merchants' lighters. The usual course was to sort the goods in each consignment on the quay, and the goods so sorted might be examined by the lighterman or any other agent of the Merchant; but it did not appear from the evidence that such an examination was usually made. When the lighter was ready at the quay side the goods were delivered by the Dock Company's servants; a tallyman employed by the Dock Company, who usually stood at the edge of the quay, kept in his book a note of the number of bales or sacks, and of the marks upon each. The goods were then handed down to another servant of the Dock Company who stood on the gunwale of the lighter, and the lighterman then put the

bale or package or bag on his back and stowed it in tiers in the hold of the barge. After the dock strike the Dock Company ceased to supply labour for the discharge of cargoes, and from that time Shipowners have employed the labourers and tallymen necessary for that purpose. The course of delivery has been the same as that previously followed by the Dock Company. In the case of many of the great lines of steamers it appeared that the goods are still sorted by the labourers employed by the ship, and there was evidence that the lightermen invariably had given receipts for marks and numbers without objection, but the Defendant Company in this and other instances, from an anxiety, it was said, to save time and labour, had landed the goods in bulk and without sorting, and on three several occasions complaints had been made by the Messrs. Groves, the lightermen employed by the Plaintiff, of the practice of demanding receipts for numbers and marks from the lightermen, and as they could obtain no redress they had given instructions to their lightermen not to give receipts for marks and numbers. It was proved that similar instructions had been given by other barge owners. In consequence of these instructions the lighterman had refused to sign the receipt in question. It was admitted that when there was a dispute between the lighterman and the ship's agent as to the condition of the goods, a qualified receipt was sometimes accepted from the lighterman, and when there was an objection to sign the receipt and no arrangement was made, the lighterman at one time was permitted by the dock authorities to leave upon presenting a document called a demand pass. Recently, however, the dock authorities had refused to allow the lighter to leave without an order from the ship, and this order the Defendant Company refused to give without the receipt they required. It was argued by Mr. Laing, for the Defendants, that the practice followed by Shipowners since 1891 had established a customary mode of delivery, binding alike on Shipowners and Merchants. He argued that this course of business was convenient and reasonable, and was evidence of a custom of trade. The Merchant, it was said, knew that a tally would be kept by an agent of the ship and also knew that he might well rely on its accuracy. For the purpose of delivery into the lighter, the supposed custom, it was urged, qualified the obligation of the Shipowners under their bills of lading, and great reliance was placed upon the evidence that since 1891 there had been no objection on the part of Merchants to the practice of lightermen to give receipts for marks and numbers. This practice I was asked to find must have been known to the Merchants. With this reasoning I am unable to agree. It seems to me there was no evidence of any such custom or course of business—no such evidence as justified the Defendants in demanding the receipt referred to. The fact that the question appeared never to have arisen between Merchant and Shipowner was strong evidence to show that there was no custom. The objection which led to this litigation came not from the Merchant, but from the Wharfingers, who naturally enough refused to permit their lighterman to sign a form of receipt, which in the event of mis-delivery would be a serious obstacle to their obtaining any redress for themselves or for their principals, namely, the owners of the cargo. In one instance it was shown there had been a mis-delivery by the Defendant Company which there had been great difficulty in setting right. Counsel for the Defendants urged very strenuously that a decision against his clients would disturb the convenient mode of carrying on business at the docks and would disable Shipowners from procuring the evidence that they were entitled to that they had fulfilled their obligation under the bills of lading. I do not see that this result would follow. The contention of the Defendant Company is that the entries of their tallymen may be implicitly relied upon and are so accurate that it would be reasonable to regard them as binding on the Merchant. But if this be so, they may continue with confidence their present system. They should be content to take from the lighterman a receipt for the total number of packages delivered to him. They need not insist upon further admission of the accuracy which the lighterman is not expected or able to verify, and which it would seem is not necessary for the protection of the Shipowner. On the point submitted to me I give Judgment for the Plaintiff.

Mr. *Rufus Isaacs.*] I would ask your Lordship to certify for costs. It is necessary, because there is nothing recovered.

Mr. *Justice Mathew.*] Yes, certainly. Judgment with costs.

Appendix.

16th Day, Nos. 4 and 5.

4.—TABLE showing LIST of PAYMENTS received by SAMUEL WILLIAMS AND SONS, LIMITED, in settlement of various CLAIMS for DAMAGE caused by EXCESSIVE SPEED of STEAMERS while navigating in the Lower Reaches of the RIVER THAMES during the Years 1899 and 1900.

(*Handed in by Mr. W. Varco Williams on the Sixteenth Day. See Question 5578.*)

		£. s. d.
1899.		
3 May	"Seagull"	12 10 –
1 September	New Palace Steamers	58 2 –
26 „	Belle Steamers	30 – –
28 December	"Carisbrooke Castle"	10 – –
1900.		
19 July	Belle Steamers	15 6 6
21 „	General Steam Navigation Company; "Mavis" at Purfleet	35 – –
October	"Nomadic"	10 – –

And convictions against pilots of "Hirondelle" and "London" s.s.

5.—RETURN showing the MARKET VALUES at the prices on 22nd November 1900 of the STOCKS, &c. of the LONDON AND ST. KATHARINE DOCKS COMPANY, the EAST AND WEST INDIA DOCK COMPANY and the JOINT COMMITTEE respectively.

(Compiled from Stock Exchange Official List.)

(*Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5580.*)

Description of Stock.	Amount.	Present Price (middle).	Market Value.
LONDON AND ST. KATHARINE DOCKS COMPANY.	£.		£.
Debentures	247,325	100	247,325
Debenture Stock	3,032,378	118	3,578,206
Four-and-a-half per Cent. Preferential Stock	420,000	120	504,000
Four-and-a-half per Cent. Preference Stock 1878	600,000	120	720,000
Four-and-a-half per Cent. Preference Stock 1882	600,000	120	720,000
Capital Stock	5,756,697	55½	3,194,966
£.	10,656,400		8,964,497
EAST AND WEST INDIA DOCK COMPANY.			
Prior Lien Debenture Stock	700,992	95	665,942
Consolidated Debenture Stock	2,911,900	79	2,300,401
Preference Stock	967,336	78	754,522
Ordinary Stock	2,385,500	25	596,375
£.	6,965,728		4,317,240
LONDON AND INDIA DOCKS JOINT COMMITTEE.			
Debenture (working capital)	200,000	100	200,000
Total £.	17,822,128		13,481,737

Note.—The 200,000*l.* Debentures of the Joint Committee are part of 300,000*l.* authorised by Section 49 of the Working Union Act of 1888. The money is employed for the working capital in the business and does not represent any outlay on works. As to these Debentures see also the note to the next following return on page 11.

The loan of 78,300*l.* referred to on page 11 represents value put into the undertaking, and must not be added to the total of 13,481,737*l.*

6.—RETURN showing the CAPITAL ACCOUNT of the LONDON AND ST. KATHARINE DOCKS COMPANY, the EAST AND WEST INDIA DOCK COMPANY and the JOINT COMMITTEE respectively, on 22nd November 1900.

(Extracted from the Books of the Companies.)

(*Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5580.*)

LONDON AND ST. KATHARINE DOCKS COMPANY.

Act.	Description.	Amount Authorised.	Existing Issue.
		£. s. d.	£. s. d.
1864 - - - - - -	Debentures or Debenture Stock -	3,462,766 - -	247,325 - -
1878 - - - - - -			3,032,377 16 4
1882 - - - - - -			
1888 - - - - - -			
		3,462,766 - -	3,279,702 16 · 4
1864 - - - - - -	Preferential Stock - - - -	420,000 - -	420,000 - -
1878 - - - - - -	Preference Stock - - - -	600,000 - -	600,000 - -
1882 - - - - - -	Preference Stock - - - -	600,000 - -	600,000 - -
1888 - - - - - -	Preference or Ordinary Stock -	150,000 - -	——
1864 - - - - - -	Capital Stock - - - - -	5,756,697 5 10	5,756,697 5 10
	£.	7,526,697 5 10	7,376,697 5 10
	TOTAL - - - £.	10,989,463 5 10	10,656,400 2 2

Note.—There is a loan of 78,300*l.* against unissued stock due to bankers, which will have to be provided for out of capital issues.

EAST AND WEST INDIA DOCK COMPANY.

Act.	Description.	Amount Authorised.	Existing Issue.
		£. s. d.	£. s. d.
Scheme of arrangement, 1898 -	Prior Lien Debenture Stock - -	750,000 - -	700,992 - -
Ditto - ditto - -	Consolidated Debenture Stock -	2,911,900 - -	2,911,900 - -
	£.	3,661,900 - -	3,612,892 - -
1838 - - - - - -	Ordinary Stock - - - -	2,385,500 - -	2,385,500 - -
1886 and Scheme of arrangement, 1898.	Preference Stock - - - -	1,217,336 - -	967,336 - -
	£.	3,602,836 - -	3,352,836 - -
	TOTAL - - - £.	7,264,736 - -	6,965,728 - -

LONDON AND INDIA DOCKS JOINT COMMITTEE.

Act.	Description.	Amount Authorised.	Amount Issued.
		£. s. d.	£. s. d.
1888 - - - - - -	Working Capital Debentures -	300,000 - -	200,000 - -

Note.—Under Section 40 of the Amalgamation Act of 1900 the London and India Docks Company have power to raise as a first charge on the undertaking a sum not exceeding 450,000*l.* in order to provide for the expenses of or in connection with the amalgamation effected by this Act, including the cost of any stamp duty payable in respect thereof, and also in order to provide working capital for the purposes of their undertaking.

The same section requires the Company to repay out of any sum raised under the above-mentioned power all principal sums owing by the Joint Committee in respect of money borrowed by them under Section 49 of the Working Union Act which, as shown above, stands at 200,000*l.*

Appendix.

16th Day, No. 7.

7.—RETURN showing the DIVIDENDS (including bonuses) paid by the WEST INDIA DOCK COMPANY, the EAST INDIA DOCK COMPANY, and the EAST AND WEST INDIA DOCK COMPANY on ordinary CAPITAL STOCK since the opening of the DOCKS.

(Extracted from the Books of the Companies.)

(Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5580.)

Year.	West India Dock Company.	East India Dock Company.	East and West India Dock Company.	Remarks.
	Per cent.	Per cent.	Per cent.	
1802	2⅔	—	—	Four months ending 31st December.
1803	9½	—	—	
1804	10	—	—	
1805	10	—	—	
1806	10	1¼	—	East India Dock Company 1¼ per cent. for three months ending 31st December.
1807	10	5	—	
1808	10	5½	—	
1809	10	6	—	
1810	10	6	—	
1811	10	6	—	
1812	10	6	—	
1813	10	6	—	
1814	10	6¾	—	
1815	10	7	—	
1816	10	7	—	
1817	10	7	—	
1818	10	10¾	—	
1819	10	10	—	
1820	10	10	—	
1821	10	9½	—	
1822	10	8	—	
1823	10	8	—	
1824	10	8	—	
1825	10	8	—	
1826	10	8	—	
1827	10	7	—	
1828	10	4	—	
1829	8	4	—	
1830	8	4	—	
1831	6	4	—	
1832	5	4	—	
1833	5	3½	—	
1834	5	½	—	East India Company ½ per cent. for quarter year to 31st March.
1835	5	3½	—	East India Company 3½ per cent. for three quarters year to 31st December.
1836	5	6	—	
1837	4½	6	—	
First half 1838	2¼	1½	—	West India Company 2¼ per cent. for half year. East India Company 1½ per cent. for quarter year to 25th March
Second half 1838	—	—	2½	
1839	—	—	5	
1840	—	—	5	
1841	—	—	5	
1842	—	—	5⅛	
1843	—	—	5⅜	
1844	—	—	5½	
1845	—	—	5⅝	
1846	—	—	6	
1847	—	—	6	
1848	—	—	6	
1849	—	—	6	
1850	—	—	6	
1851	—	—	6¼	
1852	—	—	6½	
1853	—	—	5½	
1854	—	—	6	
1855	—	—	6	
1856	—	—	6	
1857	—	—	6	
1858	—	—	6	
1859	—	—	6	
1860	—	—	6	
1861	—	—	6	
1862	—	—	7	
1863	—	—	7	
1864	—	—	7	
1865	—	—	7	
1866	—	—	7	
1867	—	—	7	
1868	—	—	7	
1869	—	—	6	
1870	—	—	6	

7.—RETURNS showing the Dividends, &c.—*continued.*

Year.	West India Dock Company.	East India Dock Company.	East and West India Dock Company.	Remarks.
	Per cent.	Per cent.	Per cent.	
1871	—	—	6	
1872	—	—	5	
1873	—	—	5½	
1874	—	—	6	
1875	—	—	6	
1876	—	—	6	
1877	—	—	6	
1878	—	—	5½	
1879	—	—	5	
1880	—	—	4½	
1881	—	—	4	
1882	—	—	4¼	
1883	—	—	4¼	
1884	—	—	4½	
1885	—	—	4	
1886	—	—	1½	
1887	—	—	Nil	
1888	—	—	Nil	
1889	—	—	Nil	
1890	—	—	Nil	
1891	—	—	Nil	
1892	—	—	Nil	
1893	—	—	Nil	
1894	—	—	Nil	
1895	—	—	Nil	
1896	—	—	Nil	
1897	—	—	Nil	
1898	—	—	⅛	
1899	—	—	½	

8.—RETURN of the EXPENSES incurred by the LONDON AND INDIA DOCKS JOINT COMMITTEE on account of DREDGING inside and outside the gates at each DOCK for the Years 1896 to 1899, also the AVERAGE EXPENDITURE PER ANNUM, all expenses except supervision being included in these amounts.

(Compiled from the Accounts of the London and India Docks Company.)

(*Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5580.*)

——	St. Katharine Docks.	The London Docks.	The West India Docks.	The East India Docks.	Victoria and Albert Docks.	Tilbury Docks.	Total for all Docks.
1896.	£.	£.	£.	£.	£.	£.	£.
Inside Docks	499	559	5,118	941	13,101	12,732	32,950
Outside Locks	—	—	—	—	547	3,826	4,373
Total Dredging	499	559	5,118	941	13,648	16,558	37,323
1897.							
Inside Docks	304	1,563	1,171	4,082	11,299	10,550	28,969
Outside Locks	—	—	—	—	529	1,850	2,379
Total Dredging	304	1,563	1,171	4,082	11,828	12,400	31,348
1898.							
Inside Docks	2,088	2,618	5,376	4,091	11,901	5,909	31,983
Outside Locks	—	—	—	—	525	1,476	2,001
Total Dredging	2,088	2,618	5,376	4,091	12,426	7,385	33,984
1899.							
Inside Docks	717	1,016	3,586	907	16,169	6,534	28,929
Outside Locks	—	—	—	—	488	3,762	4,250
Total Dredging	717	1,016	3,586	907	16,657	10,296	33,179
Average cost per annum—1896 to 1899.							
Inside Docks	902	1,439	3,813	2,505	13,118	8,931	30,708
Outside Locks	—	—	—	—	522	2,729	3,251
Total Dredging	902	1.439	3,813	2,505	13,640	11 660	33,959

Appendix.

16th Day, Nos 9 and 10.

9.—STATEMENT showing the LEVELS at HIGH WATER in the River at Galleons entrance, ROYAL ALBERT DOCK, during the Year 1899.

(*Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5580.*)

There were 706 tides in the year.

204	tides	reached T. H. W. or rose above it.		
157	„	were between T. H. W. and one foot below.		
141	„	„	„	1 foot below and 2 feet below.
119	„	„	„	2 feet below and 3 feet below.
70	„	„	„	3 feet below and 4 feet below.
15	„	„	„	4 feet below and 5 feet below.

Only two of these tides were 5 feet below T. H. W.

These figures show that 29 per cent. of the tides were as high as T. H. W. or above; 51 per cent. of the tides rose above 1 foot below T. H. W.; 71 per cent. were above 2 feet below T. H. W.; 88 per cent. above 3 feet below T. H. W.; 98 per cent. above 4 feet below and, only 2 per cent. failed to reach 4 feet below T. H. W. Of the 15 tides that did not reach 4 feet below T. H. W. 10 reached 4 feet 6 inches, and only five tides in the year were between 4 feet 6 inches and 5 feet below Trinity High Water. These few exceptionally low tides were all in the winter months when there is plenty of fresh water coming down the river from the upper reaches, they are therefore probably due to gales of wind.

As regards low water level no reliable record is kept, but judging from the observations made in 1898, when for a fortnight I had the level of the water taken hourly, 8 per cent. of the tides are between 17 and 18 feet below T. H. W.; 32 per cent. between 18 and 19 feet below T. H. W.; 48 per cent. between 19 and 20 feet below T. H. W., and 12 per cent. between 20 and 21 feet below T. H. W.

10.—RETURN of the proportion of the OUT-TURN TONNAGE at the TILBURY DOCK of the LONDON AND INDIA DOCKS JOINT COMMITTEE that was delivered by RAIL and WATER respectively during the half-year 1st January to 30th June 1900.

(Compiled from the Records of the London and India Docks Company.)

(*Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5580.*)

Discharged from Vessels.	Delivered to Rail.	Delivered to Craft.
Tons	Tons.	Tons.
	London Depôt	
	46,185	
	Country Lines	
	24,505	
375,723	70,690	305,033

Appendix
16th Day No. 11.

11.—RETURN showing the DIVIDENDS paid by the LONDON DOCK COMPANY, the ST. KATHARINE DOCK COMPANY, and the LONDON AND ST. KATHARINE DOCKS COMPANY on the ORDINARY CAPITAL STOCK since the opening of the DOCKS to 1865 inclusive, as extracted from the MINUTE BOOKS of the COMPANY.

(*Handed in by Mr. C. J. C. Scott, on the Sixteenth Day. See Question 5580.*)

YEAR.	London Dock Company.	St. Katharine Dock Company.	London and St. Katharine Docks Company.	Remarks.
	Per Cent.	Per Cent.		
December 1806	2¾	—	—	
„ 1807	5½	—	—	
„ 1808	5½	—	—	
„ 1809	5½	—	—	
„ 1810	5¾	—	—	
„ 1811	6	—	—	
„ 1812	5¾	—	—	
„ 1813	5½	—	—	
„ 1814	5¼	—	—	
„ 1815	5	—	—	
„ 1816	4	—	—	
„ 1817	3	—	—	
„ 1818	3	—	—	
„ 1819	3	—	—	
„ 1820	4	—	—	
„ 1821	4	—	—	
„ 1822	4½	—	—	
„ 1823	4½	—	—	
„ 1824	4½	—	—	
„ 1825	4½	—	—	
„ 1826	4½	—	—	
„ 1827	4½	—	—	
„ 1828	4½	—	—	
„ 1829	4	*1½	—	*First dividend, 15 months ending 31st December 1829.
„ 1830	3¼	3	—	
„ 1831	3	3	—	
„ 1832	3	3	—	
„ 1833	2¼	2¾	—	
„ 1834	2¼	2¾	—	
„ 1835	2½	3½	—	
„ 1836	2½	4¼	—	
„ 1837	2½	4¾	—	
„ 1838	2¾	5	—	
„ 1839	3	5	—	
„ 1840	3	5	—	
„ 1841	3⅜	5	—	
„ 1842	3⅜	5	—	
„ 1843	4	5	—	
„ 1844	4½	5	—	
„ 1845	4¾	5	—	
„ 1846	5	5	—	
„ 1847	5	4½	—	
„ 1848	5	4	—	
„ 1849	5	4	—	
„ 1850	5	3¾	—	
„ 1851	5	3½	—	
„ 1852	5	4	—	
„ 1853	5	4	—	
„ 1854	5	4	—	
„ 1855	5	4	—	
„ 1856	5	4½	—	
„ 1857	5	4½	—	
„ 1858	4½	4½	—	
„ 1859	3	4¼	—	
„ 1860	2⅝	3¾	—	
„ 1861	2½	3½	—	
„ 1862	2½	3	—	
„ 1863	3⅛	3½	—	
First half-year, 1864	1¾	1¾	—	
Second half-year, 1864	—	—	1¾	
December 1865	—	—	4	

Note.—For the dividends paid by the London and St. Katharine Docks Company since 1865 *see* Table 11, Appendix 6, 2nd Day, submitted by Mr. C. J. Cater Scott on behalf of the London and India Docks Company.

Appendix.

16th Day, No. 12.

12.—RETURN showing the amounts charged to REVENUE in respect of NEW WORKS by the LONDON DOCK COMPANY and the ST. KATHARINE DOCK COMPANY respectively, during the Years 1845 to 1864, as extracted from the MINUTE BOOKS of the COMPANIES.

(*Handed in by Mr. C. J. C. Scott, on the Sixteenth Day. See Question 5580.*)

YEAR.	London Dock Company.	St. Katharine Dock Company.	Year.	London Dock Company.	St. Katharine Dock Company.
	£.	£.		£.	£.
1845 - -	5,000	—	1853 - -	10,000	—
1847 - -	75,000	—	1854 - -	15,000	—
1849 - -	25,000	—	1856 - -	—	42,500
1850 - -	25,000	—	1861 - -	15,000	—
1851 - -	20,000	—	1862 - -	10,000	—
1852 - -	10,000	—	1863 - -	3,000	—
			£.	213,000	42,500

For similar amounts spent by the London and St. Katharine Docks Company since 1864, *see* Tables 3 and 4 of Appendix 6, 2nd Day, submitted by Mr. C. J. Cater Scott on behalf of the London and India Docks Company.

Appendix.

16th Day No. 13.

13.—RETURN showing (1) the ESTIMATED AMOUNTS of NEW STOCKS that will have to be issued by the amalgamated LONDON AND INDIA DOCKS COMPANY on 1st January, 1901, to replace the existing issues of the separate Companies and the Joint Committee; and (2) the UNEXHAUSTED CAPITAL POWERS after providing for such new issues but before paying off certain liabilities shown in this Return.

(1) The estimated amounts of new Stocks that will have to be issued by the amalgamated London and India Docks Company on 1st January, 1901, to replace the existing issues of the separate Companies and the Joint Committee.

(Handed in by Mr. C. J. C. Scott, on the Sixteenth day. See Question 5580.)

PRESENT HOLDING.	Existing Issue.	TO BE EXCHANGED FOR LONDON AND INDIA DOCKS COMPANY'S.									
		Working Capital Debentures.	Debentures.	A Debenture Stock. 3 Per Cent.	B Debenture Stock. 3 Per Cent.	C Debenture Stock. 3 Per Cent.	A Preference Stock. 4 Per Cent.	B Preference Stock. 4 Per Cent	Preferred Ordinary Stock. 4 Per Cent.	Deferred Ordinary Stock.	TOTAL.
LONDON AND ST. KATHARINE DOCK COMPANY:	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
Debentures	247,325	—	247,325	—	—	—	—	—	—	—	247,325
4 Per Cent. Debenture Stock	3,032,378	—	—	1,849,751	2,193,420	—	—	—	—	—	4,043,171
4½ Per Cent. Preferential Stock.	420,000	—	—	—	—	—	472,500	—	—	—	472,500
4½ Per Cent. Preference Stock (1878).	600,000	—	—	—	—	—	675,000	—	—	—	675,000
4½ Per Cent. Preference Stock (1882).	600,000	—	—	—	—	—	675,000	—	—	—	675,000
Capital Stock	5,756,697	—	—	—	—	—	—	1,439,174	1,899,710	2,417,813	5,756,697
EAST AND WEST INDIA DOCK COMPANY:											
3 Per Cent. Prior Lien Debenture Stock.	700,992	—	—	700,992	—	—	—	—	—	—	700,992
3 Per Cent. Consolidated Debenture Stock.	2,911,900	—	—	—	1,067,697	1,844,203	—	—	—	—	2,911,900
4 Per Cent. Preference Stock.	967,336	—	—	—	—	—	—	—	967,336	—	967,336
Ordinary Stock	2,385,500	—	—	—	—	—	—	—	—	2,385,500	2,385,500
LONDON AND INDIA DOCKS JOINT COMMITTEE:											
Debentures	200,000	200,000	—	—	—	—	—	—	—	—	200,000
TOTAL £.	17,822,128	200,000	247,325	2,550,743	3,261,117	1,844,203	1,822,500	1,439,174	2,867,046	4,803,313	19,035,421

(2) The unexhausted capital powers of the London and India Docks Company on 1st January, 1901, after providing for the issue of the stocks before mentioned but before meeting the liabilities shown in the notes of the foot hereof.

	£.	
Working Capital Debentures	250,000	
A Debenture Stock B Debenture Stock	622,858	Can be issued in either or both of these Stocks.
C Debenture Stock	Nil.	
A Preference Stock B Preference Stock Preferred Ordinary Stock Deferred Ordinary Stock	168,750	Can be issued in any one or all of these Stocks.
Preferred Ordinary Stock Deferred Ordinary Stock	250,000	Can be issued in either or both of these Stocks.
TOTAL £.	1,291,608	

NOTES.

1. Most of the above unissued Working Capital Debentures will be required during some portion of each half-year, including a considerable amount for payment of Stamp Duty, &c., in connection with the Amalgamation Act, as authorised by Section 40 of the Act.

2. The 247,325*l.* Debentures of the London and St. Katharine Docks Company have to be paid off on maturity out of funds realised by the issue of some of the above unissued Stocks.

3. £78,300 owing by the London and St. Katharine Docks Company to their bankers has to be provided from the same sources.

4. The London and India Docks Company will also have to provide funds for meeting capital outlay incurred by the London and India Docks Joint Committee during the current half-year. This amount is not yet ascertained.

Appendix.
16th Day, No. 14

14.—Return of the Description and Tonnage of Goods discharged from Ocean-going Vessels in the Docks of the London and India Docks Joint Committee between the 1st January and 30th June, 1900, showing the quantity on which quay or warehouse rates were levied, and the quantity which passed through the Docks (overside) without any payment to the Joint Committee.

(Compiled from the Records kept by the London and India Docks Company and Information supplied by Shipowners.)

(*Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5581.*)

The total tonnage of 1,978,194 tons shown in the following statement as having been discharged during the period above mentioned was brought to the Docks in 876 vessels of a net register tonnage of 1,903,588. The total shipping from Foreign and Colonial Ports entering the Docks of the London and India Docks Company during the same period was 1,339 ships of 2,076,763 tons register.

About 92 % of the total Foreign and Colonial Shipping for the period is therefore included in this Return, the reason for the omission of the other Ships being that they were a large number of small ships from Continental Ports with cargoes of an unimportant class and tonnage. Such particulars as are available with respect to these ships will be found in the next following Return.

Description of Goods.	Total tons discharged.	Tons paying quay or warehouse rates.	Tons overside free of all charges.	Percentage of goods escaping charges.
Bacon and Hams (including dried or salted beef and pork)	11,626	3,949	7,677	66·03
Butter, Butterine (frozen or fresh including lard and margarine.	29,221	9,024	20,197	69·12
Canned Goods (including lobsters, salmon, beef, mutton, rabbits, hares, pines, fruits, prawns).	40,491	3,257	37,234	91·95
Cereals (including wheat, maize, oats, barley, peas, beans, lentils, flour, meal (except rice meal), bran, maizena, hominy, farina, rye, oatmeal, chop, rolled oats).	522,574	71,849	450,725	86·25
Cheese	16,884	12,433	4,451	26·36
Coffee, Chicory, Cocoa and Tea	83,402	21,627	61,775	74·07
Drugs	4,062	958	3,104	76·41
Dye Woods, dyestuffs and tanning materials (including gambier, cutch, alizarine, aniline, valonia, tanners' bark, indigo, cochineal, lampblack).	21,429	3,210	18,219	85·02
Frozen and Chilled Meat, game and poultry	98,094	47,571	50,523	51·50
Fruit (dried) including currants, figs, raisins, evaporated fruits, almonds.	5,998	3,924	2,074	34·58
Fruit (green) and vegetables	39,581	34,648	4,933	12·46
Gum, Resin, Wax (including paraffin wax and scale vegetable wax, gum, thus).	22,765	1,110	21,655	95·12
Hides, Skins, Leather	53,621	5,272	48,349	90·16
Ice	12,240	10,114	2,126	17·36
Manures and Phosphates (including guano, bone, phosphate of lime, phosphate rock, nitrate of soda).	19,082	339	18,743	98·22
Metals (unwrought), including tin, lead, copper quicksilver, pyrites, zinc, iron.	74,571	2,862	71,709	96·16
Metals (wrought), including machinery, iron pipes, girders, bar and rod iron.	19,315	5,484	13,831	71·61
Minerals (including slate, ores, borax, tincal, asphalte, asbestos).	41,647	5,394	36,253	87·04
Oils (except petroleum), including cocoanut, cottonseed, olive, palm, train, blubber, sperm, turpentine, seed oils of all kinds, lubricating, lard oil, wood oil, lemongrass, essential oils, oleine.	30,920	1,477	29,443	95·22
Oilcake (including cake made from linseed, cottonseed, poonac, ground nuts, greaves).	9,644	4,220	5,424	56·24
Petroleum	2,788	104	2,684	96·27
Rice and Rice Meal	55,036	716	54,320	98·69
Sago, Tapioca (including sago flour and tapioca flour	15,049	467	14,582	96·89
Saltpetre	2,948	1	2,947	99·97
Seeds and Nuts for extracting oil (including linseed, rape-seed, poppyseed, mustard, castor, palm, nuts and kernels, ground nuts).	72,340	1,757	70,583	97·57
Silk	1,570	358	1,212	77·19
Sugar (including raw, molasses, syrup, glucose, candy, saccharine).	63,945	20,460	43,485	68·00
Tallow (including stearine, fats, grease)	36,968	1,853	35,115	94·98
Timber and Wood Goods (including lumber, logs, staves, doors, mouldings).	135,912	52,839	83,073	61·12
Tobacco (including cigars, cigarettes)	6,025	4,957	1,068	17·72
Vegetable Fibres (unmanufactured) (including flax, hemp, cotton, jute, coir yarn and fibre, aloe fibre, piassava)	111,590	9,388	102,202	91·58
Wines and Spirits	24,640	14,496	10,144	41·16
Wool	133,466	86,697	46,769	35·04
Other Goods (*i.e.* all other goods not included in the foregoing classes).	158,750	28,943	129,807	81·76
	1,978,194	471 758	1,506,436	76·15

15.—RETURN of the TONNAGE of GOODS discharged from VESSELS from FOREIGN and COLONIAL PORTS in the DOCKS of the LONDON AND INDIA DOCKS JOINT COMMITTEE during the first six months of the Year 1900.

(Compiled from Records kept by the London and India Docks Company.)

(Handed in by Mr. C. J. C. Scott, on the Sixteenth Day. See Question 5581.)

DESCRIPTION OF VESSEL.	No. of Ships.	Net Registered Tonnage.	Tonnage of Goods Discharged.	Tonnage of Goods upon which the Docks Company Received Charges.	Tonnage of goods escaping all charges.	Percentage of Goods Escaping Charges.
Ocean-going vessels (for details see Appendix No. 14.)	876	1,903,588	1,978,194	471,758	1,506,436	76·15
Kirsten Line from Hamburg - - -	52	26,700	20,311	10,151	10,160	50·02
Perlbach Line from Hamburg - - -	55	21,941	13,996	13,276	720	5·14
Cockerill Line from Ostend - . - -	154	41,099	14,954	14,469	485	3·24
	1,137	1,993,328	2,027,455	509,654	1,517,801	74·86
Argo Line from Bremen - - - -	82	55,790				
Brussels Speed Line from Brussels - -	33	4,730				
Ronaldson's Line from Antwerp - - -	44	18,986				
Sundry small vessels from Gothenburg, Bremen, Dunkirk and Dordt.	43	3,929				
	1,339	2,076,763				

These Lines use the Docks at fixed and agreed rentals including dues and wharfage charges on goods, and the Docks Company's revenue is not affected by the proportion of goods delivered overside.

NOTE.—The Perlbach and Cockerill Lines above mentioned use the Tilbury Dock upon special terms, which, apart from the benefit which the Docks Company derive by having the traffic sent over the Tilbury Railway, are not profitable to the Docks Company.

Appendix.
16th Day, No. 16.

16.—Return showing some of the Largest Ships that have Entered each of the Docks under the control of the London and India Docks Joint Committee.

(Compiled from the Records of the Docks Company.)

(Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5581.)

	Tonnage.		Draft.	Dimensions.		
	Gross.	Nett.		Length.	Breadth.	Depth.
London Dock:			Ft. in.	Ft.	Ft.	Ft.
Admiral Baudin (s.)	4,481	2,272	23 6	376	47	28
Admiral Courbet (s.)	4,527	2,204	22 0	376	47	28
Gairloch (s.)	3,766	2,414	19 0	354	45	26
Glenshiel (s.)	3,455	2,204	21 7	370	45	26
Mombassa (s.)	3,877	2,529	17 9	344	50	18
Elstree Grange (s.)	3,930	2,487	19 0	365	45	29
Port Hunter (s.)	4,670	3,011	—	360	48	26
Warrigal (s.)	4,387	2,778	—	400	47	26
Southern Cross (s.)	5,050	3,311	16 7	400	48	29
Wearside (s.)	3,560	2,299	22 6	338	51	24
Arthur Sewell	3,209	2,919	22 4	332	45	25
Bidstone Hill	2,519	2,434	19 0	301	42	25
Oweenee	2,432	2,334	21 8	309	42	24
St. Katharine Dock:						
Oratava (s.)	1,621	1,033	16 0	242	35	17
Wazzan (s.)	1,484	947	16 3	242	34	18
Zelde (s.)	1,461	929	17 0	242	34	17
Adler (s.)	1,380	844	17 0	240	33	17
Schwalbe (s.)	1,178	760	13 6	235	31	17
Sperber (s.)	1,265	798	14 6	235	31	20
Victoria Dock:						
Star of Australia (s.)	7,198	4,668	23 7	440	55	30
Samoa (s.)	6,839	4,507	24 9	445	52	24
Mimero (s.)	6,225	4,025	23 6	440	55	30
Tomvana (s.)	5,987	3,905	23 6	440	54	29
Nairnshire (s.)	5,673	3,672	20 6	420	54	29
City of Corinth (s.)	5,443	3,491	22 3	430	50	28
Albert Dock:						
Michigan (s.)	9,510	6,158	25 6	501	62	34
Delphic (s.)	8,273	5,401	22 9	476	55	36
European (s.)	8,194	5,385	27 3	476	55	36
Sobraon (s.)	7,382	4,500	26 1	450	54	31
Gothic (s.)	7,755	4,975	24 0	491	53	33
Rapidan (s.)	7,505	4,877	25 1	475	56	32
East India Dock:						
Galeka (s.)	6,767	4,299	15 9	440	53	29
German (s.)	6,763	4,298	15 3	440	53	21
Gaika (s.)	6,287	3,975	18 6	430	52	29
Braemar Castle (s.)	6,266	3,926	19 2	450	52	22
Tintagel Castle (s.)	5,531	3,542	17 10	425	50	30
Dunvegan Castle (s.)	5,958	3,428	20 6	450	51	24
West India Dock:						
Surrey (s.)	5,455	3,498	22 0	420	54	28
Eagle Point (s.)	5,192	3,307	24 11	390	51	27
America (s.)	5,158	3,340	24 0	435	46	25
Denton Grange (s.)	5,742	3,804	22 4	420	54	29
Rippingham Grange (s.)	5,790	3,793	22 3	420	54	29
Glenlochy (s.)	4,654	2,997	22 4	400	49	29
South West India Dock:						
Kentuck (s.)	4,447	2,881	20 6	410	48	27
Pakling (s.)	4,447	2,874	18 9	410	48	27
Balmoral (s.)	3,930	3,550	22 8	365	46	19
Kaisow (s.)	3,921	2,529	20 0	370	46	26
Celticbara	2,655	2,500	23 0	296	45	26
Hendrika (s.)	3,653	2,879	21 11	332	46	23
Tilbury Dock:						
Medic (s.)	11,985	7,825	22 8	550	63	40
Minnehaha (s.)	13,403	8,651	30 8	601	65	44
Minneapolis (s.)	13,401	8,651	30 9	601	65	40
Afric (s.)	11,948	7,804	22 6	550	63	32
Michigan (s.)	9,510	6,158	28 1	501	62	34
Omrah (s.)	8,291	4,632	24 8	491	57	26
Collegian (s.)	7,237	4,691	23 6	470	56	32

17.—STATEMENT of REVENUE and EXPENSES of the LONDON AND INDIA DOCKS COMPANY for the Year 1899, and CORRESPONDENCE relating thereto.

Appendix.

16th Day, No. 17.

17.—STATEMENT of REVENUE and EXPENSES (exclusive of Interest) of the LONDON AND INDIA DOCK COMPANY, being Estimates mainly referable to WAREHOUSING BUSINESS and to INDIA with CORRESPONDENCE

Dr. (*Handed in by Mr. C. J. C. Scott*

	Items Mainly Referable to Warehousing Business.	Items Mainly Referable to Dock Business.	Items Referable to Warehouse and Dock Business; also Outside Properties.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Wages, &c., at Docks and Town Warehouses	273,080 4 7	260,584 2 6	26,938 16 6	560,603 3 7
„ Salaries	—	—	124,645 7 2	124,645 7 2
„ Superannuation Allowances	—	—	45,912 8 2	45,912 8 2
„ Directors' Fees	—	—	8,450 - -	8,450 - -
„ Engineer's Department—Repairs of Premises, Plant, &c.	9,573 - -	17,889 - -	80,861 17 -	108,323 17 -
„ Dredging	—	30,168 19 10	—	30,168 19 10
„ Stores and Stationery	—	—	26,292 7 6	26,292 7 6
„ Gas, Electric Light, and Water	—	—	18,431 15 5	18,431 15 5
„ Coals and Coke	—	—	36,354 5 10	36,354 5 10
„ Lighterage of Goods	—	—	24,956 18 11	24,956 18 11
„ Carriage of Goods by land	—	—	61,907 2 1	61,907 2 1
„ Removal of Ships	3,720 5 1	—	—	3,720 5 1
„ Rates and Taxes	—	—	91,913 15 2	91,913 15 2
„ Property and Income Tax	—	—	1,176 6 1	1,176 6 1
„ Law and Parliamentary Charges	—	—	3,598 4 5	3,598 4 5
„ Insurance against Fire on Buildings, &c.	—	733 6 7	6,096 10 11	6,829 17 6
„ Insurance against Fire on Goods	1,079 - 11	—	—	1,079 - 11
„ Compensations and Donations	—	—	3,791 7 4	3,791 7 4
„ Losses and Claims	3,683 1 8	878 7 -	1,775 7 9	6,336 16 5
„ Miscellaneous Charges	—	—	10,334 13 8	10,334 13 8
„ Telegraph and Telephone Communication	—	—	1,184 6 10	1,184 6 10
„ Rents payable	19,478 12 2	455 1 -	—	19,933 13 2
„ Rent of East Smithfield Depôt and Branch Railway and other Terminal Charges.	—	—	24,230 10 3	24,230 10 3
„ Expenses of Train running on Royal Albert Dock Line.	—	—	3,545 9 4	3,545 9 4
£.	310,614 4 5	310,708 16 11	602,397 10 4	
Expenses				1,223,720 11 8
Balance				523,498 6 9
			£.	1,747,213 18 5

DOCKS JOINT COMMITTEE, LONDON AND ST. KATHARINE DOCKS COMPANY and EAST AND WEST DOCK BUSINESS; also of items which cannot be appropriated to either Warehouse or Dock, relating thereto.

on the Sixteenth day. See Question 5581.)

Cr.

	Items Mainly Referable to Warehousing Business.	Items Mainly Referable to Dock Business.	Items Referable to Warehouse and Dock Business; also Outside Properties.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
By Import Rates on Goods - - - - -	838,877 5 10	118,615 9 6	—	957,492 15 4
„ Export Rates on Goods - - - - -	—	176,928 14 8	—	176,928 14 8
„ Rates and Charges on Shipping - - -	—	474,193 4 2	—	474,193 4 2
„ Rates for use of Graving Docks - - -	—	38,655 8 1	—	38,655 8 1
„ Railway Rates and Tolls - - - - -	—	—	11,579 1 5	11,579 1 5
„ Rent of Lands and Premises - -	—	—	81,764 6 2	81,764 6 2
„ North London Railway Company - -	—	—	4,580 12 5	4,580 12 5
„ Brunswick Wharf - - -	—	—	2,024 16 2	2,024 16 2
£.	838,877 5 10	808,392 16 5	99,948 16 2	
£.				1,747,218 18 5

Appendix.

16th Day, No. 17—continued.

RECONCILIATION of 1899 figures, as per printed BALANCE SHEETS

Dr.

EXPENSES.				Joint Committee.	London Company	India Company.	TOTAL.
				£. s. d.	£. s. d.	£. s. d.	£. s. d.
As per printed Balance Sheets:							
30th June 1899				589,907 1 2			
31st Dec. 1899				627,159 – 5			
				1,217,066 1 7			
Deduct—							
Interest on Mortgage Debentures:							
30th June 1899			£. s. d. 3,093 15 –				
31st Dec. 1899			2,750 – –				
			5,843 15 –				
Interest on Capital Advances and General Interest:							
30th June 1899	£. s. d. 10,699 18 6						
31st Dec. 1899	11,398 – 1		22,097 18 7				
				27,941 13 7			
				1,189,124 8 –	- - -	- - -	1,189,124 8 –
As per printed Balance Sheets:							
30th June 1899				- - -	7,012 15 10		
31st Dec. 1899				- - -	7,269 1 –		
					14,281 16 10		
Deduct—							
Income Tax:							
30th June 1899			2,543 6 7				
31st Dec. 1899			2,532 18 1				
			5,076 4 8				
Sinking Funds, 31st Dec. 1899:							
West Smithfield Depôt	£. s. d. 63 13 1						
Victoria Graving Dock Premises	159 7 8		223 – 9				
				- - -	5,299 5 5		
					8,982 11 5	- - -	8,982 11 5
As per printed Balance Sheets:							
30th June 1899				- - -	- -	4,224 12 3	
31st Dec. 1899				-		4,151 14 –	
						8,376 6 3	
Add—							
Rent of Commercial Road Warehouse:							
30th June 1899			8,720 8 –				
31st Dec. 1899			8,720 8 –				
				- - -	- -	17,440 16 –	
						25,817 2 3	
Deduct—							
Registration Fees:							
30th June 1899			124 10 –				
31st Dec. 1899			79 – –				
				- - -	- - -	203 10 –	
						25,613 12 3	25,613 12 3
			£.	1,189,124 8 –	8,982 11 5	25,613 12 3	1,223,720 11 8
		Balance	£.	556,840 18 11	*Dr.* *8,226 8 7*	*Dr.* *25,116 3 7*	*523,498* 6 9
			£.	1,745,965 6 11	756 2 10	497 8 8	1,747,21 18 5

with the previous STATEMENT prepared in connection for the ROYAL COMMISSION.

Appendix, 6th Day No. 17—continued.

Cr

RECEIPTS.	Joint Committee.	London Company.	India Company.	TOTAL.
As per printed Balance Sheets:	£. s. d.	£. s. d.	£. s. d.	£. s. d.
30th June 1899	829,075 – 9			
31st Dec. 1899	916,890 6 2			
	1,745,965 6 11	- -	- - -	1,745,965 6 11
As per printed Balance Sheets:				
Rents of Premises:				
30th June 1899	- - -	428 5 10		
31st Dec. 1899	- - -	327 17 –		
		756 2 10	- -	756 2 10
As per printed Balance Sheets:				
Rent of Lands and Premises:				
30th June 1899	- - -	- - -	251 3 –	
31st Dec. 1899	- - -	- - -	246 5 8	
			497 8 8	497 8 8
£.	1,745,965 6 11	756 2 10	497 8 8	1,747,218 18 5

Wm. J. Hornblower.

CORRESPONDENCE.

Appendix.

16th Day, No. 17—continued.

Royal Commission on the Port of London,
19, Spring Gardens, S.W.,
15 November 1900.

Sir,

I AM directed by *Earl Egerton* to inform you that the Royal Commission on the Port of London will be glad to receive from the London and India Docks Joint Committee a statement of income and expenditure, with principal heads thereof so far as can be given, for each dock and uptown warehouse under the Joint Committee.

I am, &c.
(signed) *Cecil Owen*, Secretary.

The Chairman,
London and India Docks Joint Committee,
109, Leadenhall Street, E.C.

Dock House, 109, Leadenhall Street E.C.,
16 November 1900.

Sir,

I AM in receipt of your letter of yesterday's date, informing me that the Royal Commission on the Port of London desire to be furnished with a statement of the income and expenditure for each dock and uptown warehouse under the Joint Committee.

The matter shall receive my early attention.

I am, &c.
(signed) *C. J. C. Scott*, Chairman.

Cecil Owen, Esq., Secretary,
Royal Commission on the Port of London,
19, Spring Gardens, S W.

London and India Docks Joint Committee,
109, Leadenhall Street, E.C., 23 November 1900.

Dear sir,

I HAVE given my very careful attention to the request conveyed by your letter of the 15th instant that my committee would supply to the Commissioners "A statement of income and expenditure, with principal heads thereof so far as can be given for each dock and up-town warehouse under the 'Joint Committee.'"

The same request had already been made as regards the up-town warehouses during my examination on the 8th instant (Questions 624 and 625).

I find on looking into the matter that no figures could be given under the above heads from which any true inferences could be drawn as to the respective earning capacities of the various docks and warehouses treated separately. Private and confidential reports or estimates are made from time to time to the Joint Committee as to the receipts and expenditure of the different parts of the undertaking under the Joint Committee's management, but these form no part of our book-keeping, and are not official figures in any sense of the expression, and the following note has for many years past been appended—

"The figures must not be taken as any evidence of the separate earning power of each of the docks, as they are worked for the general convenience of the whole system."

When the London and St. Katharine Docks Company and the East and West India Dock Company were not only separate companies but working independently of each other the different parts of their respective undertakings were worked by each company in direct relation to each other as parts of a whole. Thus, to give merely instances of my meaning, in the case of the first-named company when the Victoria Dock was taken over the large tobacco business previously done in the London Docks was transferred to the Victoria Dock, while the Cutler Street warehouses, purchased by the St. Katharine Dock Company about the year 1840, afforded a convenient place of deposit for the fine goods landed in the London and St. Katharine Docks instead of their being warehoused at those docks.

So when the Tilbury Dock was constructed by the East and West India Dock Company elaborate contracts were entered into with regard to the lighterage and conveyance by rail of goods between Tilbury and the East and West India Docks and *vice versa*.

When the two companies came into a working union in 1889 this principle was naturally extended for economy of working to the whole of the system, with the result of still further making the different parts of the combined undertaking interdependent, and of shifting branches of business from place to place according to varying circumstances and opportunities for economy of working.

This principle applies not only as between docks and warehouses but also as between dock and dock; for in very many instances ships enter one of the docks to discharge, pay dues at that dock, and then go to another dock to load, in which case no charge is made for the entry into the second dock.

Broadly, therefore, I have to submit that what at the most are only approximate private estimates, which in no way represent the true earning capacity of different portions of the dock property if regarded separately, could not be presented without explanations and qualifications that would destroy their value for any practical purpose.

This does not, however, exhaust my difficulties in the way of complying with the wish expressed by the Commissioners. If such estimated figures as it would be possible to supply were to become public property in this inquiry, it would simply mean exposing our most private information as to the different branches of a commercial business to all our trading competitors, while I imagine that the Commissioners would not feel at liberty to receive confidentially any information that might have an influence on their report. I cannot exaggerate from my Committee's point of view the gravity of this objection.

Upon these grounds I respectfully ask that my Committee may be excused from attempting to furnish the figures asked for.

I am, &c.
(signed) *Charles J. C. Scott.*

Cecil Owen, Esq., Secretary,
The Royal Commission on the Port of London,
19, Spring Gardens, S.W.

Royal Commission on the Port of London,
19, Spring Gardens, S.W.,
6 December 1900.

Dear Mr. Scott,

WITH reference to your letter of the 23rd ultimo in reply to the request of the Commissioners to be supplied with "a statement of income and expenditure with principal heads thereof so far as can be given for each dock and uptown warehouse under the Joint Committee," I am desired by Lord Egerton to state that he will be glad if you will be so good as to call upon him at 7, St. James'-square, S.W., at 11 o'clock on Monday morning next, the 10th instant, when the matter can be discussed in an informal manner.

Lord Egerton will also be glad for Mr. Holland to accompany you, and perhaps, therefore, you will kindly inform him accordingly.

I am, &c.
(signed) *Cecil Owen.*

C. J. C. Scott, Esq.

London and India Docks Joint Committee,
Dock House, 109, Leadenhall-street, London, E.C.,
12 December 1900.

Dear Lord Egerton,

I AM anxious to avoid any possible misapprehension as to the views expressed by you on Monday last, and I should like, therefore, to say exactly what I gather to be the effect of our interview.

I understand that the Commissioners appreciate the very serious difficulty which my Committee feel in the way of giving the figures asked for in Mr. Owen's letter of the 15th November, and do not now ask for a separation of income and expenditure as between each dock and up-town warehouse, but will be satisfied if figures are given of income and expenditure as between our dock business as a whole and our warehousing business as a whole.

If I have correctly stated the modified request of the Commissioners I will at once see what can be done in the direction indicated.

I am, &c.
(signed) *Charles J. C. Scott.*

The Right Hon.
The Earl Egerton of Tatton, &c. &c.

Royal Commission on the Port of London,
19, Spring Gardens, S.W.,
15 December 1900.

Sir,

IN reply to your letter of the 23rd ultimo in which you state the difficulties the London and India Docks Joint Committee are under in supplying the Royal Commission on the Port of London with "a Statement of Income and Expenditure with principal heads thereof so far as can be given for each Dock and Uptown Warehouse under the Joint Committee."

I am directed by Earl Egerton to inform you that the Commissioners while fully appreciating the difficulties of the Joint Committee, are still of the opinion that it would have been desirable for such a Return to be supplied, though under the circumstances set out in your letter, they will consent to receive a Statement of the Income and Expenditure of the dock business as a whole, and of the warehousing business as a whole.

I am, &c.
(signed) *Cecil Owen*, Secretary.

The Chairman,
London and India Docks Joint Committee,
Dock House, 109, Leadenhall Street, E.C.

5, Moorgate Street, London, E.C.,
2nd April 1901.

Dear Sir,

I HAVE examined the accompanying statement of revenue and expenses, and have received from your Company's accountant full explanations as to the principles adopted and materials available for preparing it.

I feel bound to express a decided opinion that it cannot be regarded even roughly as a reliable document and that the intricate relations between the two branches of the Company's business are such as to render it quite impossible to separate the revenue and expenses by any method that can be regarded as satisfactory for the purpose of drawing deductions of any kind from the figures.

I am, &c.
(signed) *Thos. A. Welton.*

C. J. Cater-Scott, Esq.,
London and India Dock Co.

101, Leadenhall Street, E.C., 4th April 1901.

Dear Sir,

YOU will remember the communications that passed between the Commissioners and my clients the London and India Docks Company upon the subject of the desire of the Commissioners to be supplied with a statement in which the income and expenditure of the dock business as a whole and of the warehousing business as a whole should be separated. The last letter on the subject was from yourself to my clients dated the 15th December last.

Every possible effort has been made to meet the wishes of the Commissioners in the matter, and as the result I beg to enclose two statements, the headings of which explain their contents.

I also enclose a letter from Mr. T. A. Welton to the Chairman of the Dock Company dated the 2nd instant. I am requested by my clients to draw the special attention of the Royal Commissioners to Mr. Welton's letter, and to say that it is only a confirmation of the conclusion at which the Directors had themselves arrived after very careful investigation, viz., that it was practically impossible to submit reliable figures in the direction indicated.

* * * * * * *

I am, &c.
(signed) *Edward F. Turner.*

Cecil Owen, Esq., Secretary,
Royal Commission on the Port of London,
19, Spring Gardens, S.W.

Appendix. 16th Day, No. 18.

18.—RETURN of PAYMENTS out of the CONSOLIDATED FUND, under the Act 39 Geo. III. c. 69, and of the several Acts passed for the IMPROVEMENT of the PORT OF LONDON, etc., dated 21st August 1833.

(Handed in by Mr. C. J. C. Scott, on the Sixteenth Day. See Question 5583.)

(a.) AN ACCOUNT of all Payments made out of the Consolidated Fund, under the authority of the Act 39 Geo. III. c. 69, and of the several Acts passed for the Improvement of the Port of London; and also of the Advances made to the Chamber of London for the Expenses of the Harbour Service to the present time; of the several Amounts repaid by the West India Dock Company; of the Produce of the Re-sale of Lands in the Isle of Dogs; the Amount paid for the Purchase of Legal Quays; the Produce of the Money collected as London Port and Canal Duty under the said Acts; and the Produce of the Sale of the City Canal to the West India Dock Company; together with any other Amounts paid into the Exchequer on the said Account to the present time; showing thereby the Balance now remaining due to the Consolidated Fund on account of such Advances; of the Sum awarded and paid into the Exchequer under the said Act, as Compensation for the Estate and Interest of the Crown in the Mooring Chains in the River Thames.

	£. s. d.	£. s. d.
The Amount of Charges on the Consolidated Fund, including 30,000*l.* advanced to the West India Dock Company		1,711,685 16 11
Deduct, the Sum paid for the purchase of Legal Quays		486,087 1 3
Amount of Charges to be repaid		£. 1,225,598 15 8
The Total Gross Receipt of Canal and Dock Duty to 5th July 1833	1,286,667 18 5¼	
From which is to be deducted the Amount reserved out of the said Receipts for maintaining the Mooring Chains, Harbour Masters' Salaries, &c. chargeable on the said Duty	287,000 – –	
	£. 999,667 18 5¼	
Paid into the Exchequer:	£. s. d.	
By the Corporation of London, for the Sale of Lands in the Isle of Dogs	13,984 8 8	
By the West India Dock Duty, in repayment of a Loan per Act 47 Geo. III. c. 31, and for the purchase of the City Canal, per Act 10 Geo. IV. c. 130	163,132 3 10	
By George Maule, Esq., for the value of certain Goods upon the premises, belonging to the City Canal	121 5 6	
	177,237 18 –	
		1,176,905 16 5¼
Leaving a Balance still due to the Consolidated Fund of		£. 48,692 19 2¾

Whitehall, Treasury Chambers,
16 August 1833.

T. Spring Rice.

(b.) AN ACCOUNT of all Payments made out of the Consolidated Fund since the Year 1798, by virtue of the several Acts passed for the Improvement of the Port of London, or the Construction of Docks therein; distinguishing each Year.

Year ended 5th January	Compensation.	Salaries and Incidental Expenses.	TOTAL.
1800:	£. s. d.	£. s. d.	£. s. d.
To Richard Clarke, Chamberlain of the City of London, for rendering more commodious and better regulating the Port of London, per Act 39 Geo. III. c. 69 - -	20,000 - -	—	20,000 - -
1801:			
Ditto - - - ditto - - - - - - - - - -	30,000 - -	—	30,000 - -
1802:			
Joseph White and William Chinnery, for compensations to persons surrendering their Estates or Interests in any of the Mooring Chains between London Bridge and Buyley's Hole, in the River Thames, per Act 39 & 40 Geo. III. c. 7 - - - - - - - - - -	139,638 17 6		
Richard Clarke, Chamberlain of London, as above, per Act 39 Geo. III. c. 69 - - - - - - - - -	22,000 - -		
Ambrose Weston, for expenses in ascertaining the compensation to be paid on account of Mooring Chains in the River Thames, per Act 39 & 40 Geo. III. - -	2,497 12 -		164,136 9 6
1803:			
Richard Clarke, Chamberlain of London, as above, per Act 42 Geo. III. c 69 - - - - - - - - -	35,000 - -	—	35,000 - -
1804:			
Ditto - - - ditto - - - - - - - - -	15,000 - -		
Ditto - - - per Act 43 Geo. III. c. 121 - -	40,000 - -	—	55,000 -
1806:			
Ditto - - - ditto - - - - - - - - -	20,000 - -		
Ditto - - - per Act 45 Geo. III. c. 63 - - -	45,000 - -		
Joseph Alcock, Esq., to make payments to the owners of Legal Quays, per Act 43 Geo. III. c. 121 - - -	403,126 19 3	—	468,126 19
1807:			
Richard Clarke, Chamberlain of London, as above, per Act 45 Geo. III. c. 63 - - - - - - - - -	15,000 - -		
Joseph Alcock, Esq., for Legal Quays, per Act 43 Geo. III. c. 121 - - - - - - - - - -	40,286 18 6		
Richard Clarke, Chamberlain of London, as above, per ditto - - - - - - - - - -	20,000 - -		
Joseph Alcock, Esq. for Legal Quays, per ditto - -	42,673 3 6	—	117,960 2 -
1808:			
Sir William Curtis, for compensation to ticket porters, per Act 39 Geo. III. c. 69 - - - - - - - -	11,366 2 6		
Messrs. Robarts and Co., Commissioners, for incidental expenses, per ditto - - - - - - - - -	—	2,000 - -	
Sir William Curtis, for losses, &c., per ditto - - -	69,514 11 6		
G. Smith, Esq., treasurer to the Directors of the West India Dock Company, per Act 47 Geo. III. c. 31 - -	15,000 - -		
Richard Clarke, Chamberlain of London, as above, per Act 43 Geo. III. c. 121 - - - - - - - -	20,000 - -		
Ditto - - 47 Geo. III. c. 31 - - - - - -	20,000 - -		
1809:	135,880 14 -	2,000 - -	137,880 14 -
Messrs. Forster & Lubbock, for Losses, &c. per Act 39 Geo. III. c. 69 - - - - - - - - - -	23,565 1 1		
Messrs. Robarts & Co. for Salaries to Clerks, &c. per ditto - - - - - - - - - -	—	2,000 - -	
Richard Clarke, Chamberlain of London, as above, per Act 47 Geo. III. c. 31 - - - - - - - -	21,000 - -		
R. Down *et al.* compensation for Losses, per Act 39 Geo. III. - - - - - - - - - - -	26,102 10 -		
R. Maltby, for rent to Fishmongers' Company, of Porters' Quay, per Act 39 Geo. III. - - - - - - -	621 3 -		
Messrs. Robarts & Co., for Losses, &c. per Act 39 Geo. III.	52,768 17 6		
Ditto - - - - Salaries, per ditto - - - - -	—	3,000 - -	
Richard Clarke, Chamberlain of London, as above, per Act 47 Geo. III. - - - - - - - - -	4,000 - -		
Messrs. Forster & Lubbock, for Losses, &c. per Act 39 Geo. III. - - - - - - - - - - -	30,108 4 -		
£	158,165 15 7	5,000 - -	163,165 15 7

Appendix.

16th Day, No. 18—continued.

(b.) AN ACCOUNT of all PAYMENTS made out of the CONSOLIDATED FUND since the year 1798—*continued.*

Year ended 5th January	Compensation.	Salaries and Incidental Expenses.	TOTAL.
1810:	£. s. d.	£. s. d.	£. s. d.
J. Millard, rent for Smart's Quay, per Act 39 Geo. III. c. 69	352 12 –		
G. Smith, Treasurer to the Directors of the West India Docks, as before, per Act 47 Geo. III. c. 31	15,000 – –		
R. Down *et al.* compensation as before, per Act 39 Geo. III.	87,936 18 2		
Messrs. Robarts & Co. incidental expenses, per ditto	—	3,000 – –	
Ditto compensation, per ditto	75,563 18 6		
Ditto incidental expenses, ditto	—	3,000 – –	
Messrs. Forster & Lubbock, compensation, ditto	63,385 5 7		
Messrs. Robarts & Co. incidental expenses, ditto	—	2,000 – –	
To pay Fees, short calculated on £.74,260, ditto	566 10 6		
R. Down *et al* compensations ditto	23,691 – –		
Messrs. Robarts & Co. incidental expenses ditto	—	5,000 –	
	266,496 4 9	13,000 – –	279,496 4 9
1811:			
Messrs. Robarts & Co. compensation, per Act 39 Geo. III.	23,573 16 –		
Ditto incidental expenses ditto	—	3,000 – –	
Ditto compensations ditto	31,842 4 10		
Ditto incidental expenses ditto	—	3,000 – –	
Ditto compensations ditto	46,368 16 2		
Ditto incidental expenses ditto	—	3,000 – –	
Messrs. Forster & Lubbock, compensations ditto	25,360 10 –		
	127,145 7 –	9,000 – –	136,145 7
1812.			
H. Thornton *et al.* compensations, per Act 39 Geo. III.	14,483 7 –		
Messrs. Robarts & Co. incidental expenses ditto	—	3,000 – –	
Ditto compensations ditto	24,177 16 6		
Messrs. Forster & Lubbock ditto ditto	21,569 2 6		
Messrs. Robarts & Co. incidental expenses ditto	—	3,000 – –	
H. Thornton, Esq. *et al.* compensations ditto	4,062 3 –		
	64,292 9 0	6,000 0 0	70,292 9 –
1813.			
Messrs. Robarts & Co. compensation, per Act 39 Geo. III.	1,981 8 –		
Messrs. Lubbock *et al.* compensation ditto	13,540 8 10		
R. Down *et al.* ditto ditto	1,746 1 6		
Messrs. Robarts & Co. ditto ditto	771 17 6		
		—	18,039 15 10
1814.			
Messrs. Robarts & Co. salaries, per Act 39 Geo. III.	—	3,000 – –	
Messrs. Lubbock *et al.* compensations ditto	5,128 2 6		
Messrs. Robarts & Co. salaries ditto	—	1,000 – –	
			9,128 2 6
1815.			
Messrs. Down & Co. compensations, per Act 39 Geo. III.	1,540 12 6		
Messrs. Robarts & Co. salaries ditto	—	1,500 –	
Ditto compensations ditto	368 19 –		
	1,909 11 6	1,500	3, 9 11 6
1816.			
Messrs. Lubbock & Co. compensations, per Act 39 Geo. III.	1,386 17 6		
Messrs. Down & Co. ditto ditto	464 6 –		
		—	1,851 – 6
4 August 1823.			
Messrs. Robarts & Co. compensations, per Act 39 Geo. III.	2,053 2 6		
		—	2,053 2 6
		£.	1,711,685 16 11

Exchequer, 16 August 1833.

Thomas Forster.

c.) RETURN showing the Amount of all Sums received as Port of London Dock Dues, under the Act 39 Geo. III. c. 69, and 43 Geo. III. c. 124, on account of Moneys advanced towards the making of the Canal across the Isle of Dogs; specifying the dates.

CANAL and DOCK DUTY paid into the EXCHEQUER to replace Money issued out of the Consolidated Fund to the Chamberlain of the City of London, pursuant to Act 39 Geo. III. c. 69, s. 154, and 43 Geo. III. c. 124.

In the Quarter ended	£.	s.	d.
10 October 1799	1,642	7	8
5 January 1800	5,970	4	4
5 April „	3,612	16	–
5 July „	4,091	19	7½
10 October „	3,018	7	1
5 January 1801	4,195	14	11
5 April „	4,092	12	6
5 July „	2,336	5	3½
10 October „	3,034	12	10½
5 January 1802	3,502	19	8½
5 April „	2,702	–	10
5 July „	2,257	5	9½
10 October „	2,780	9	–
5 January 1803	13,356	13	6
5 April „	1,957	19	8½
5 July „	4,100	14	4½
10 October „	22,897	4	2½
5 January 1804	8,822	2	2¾
5 April „	7,724	1	6
5 July „	7,799	5	6½
10 October „	7,447	12	6
5 January 1805	5,588	19	8½
5 April „	4,715	3	8
5 July „	12,742	16	–
10 October „	6,335	6	2½
5 January 1806	8,172	11	7
5 April „	9,790	3	7½
5 July „	8,511	9	10½
10 October „	8,522	9	11
5 January 1807	8,924	19	7½
5 April „	8,754	11	6
5 July „	8,012	7	11
10 October „	7,797	2	10
5 January 1808	6,905	12	2½
5 April „	5,460	2	10½
5 July „	6,478	2	11
10 October „	6,083	8	9
5 January 1809	17,096	–	11½
5 April „	6,256	16	1
5 July „	7,135	19	10½
10 October „	6,403	14	–
5 January 1810	11,868	1	9½
5 April „	8,193	10	7
5 July „	7,947	17	4½
10 October „	19,945	7	9½
5 January 1811	16,035	15	8
5 April „	9,440	14	5
5 July „	8,731	16	3
10 October „	6,513	4	3½
5 January 1812	8,221	15	6
5 April „	13,204	1	8
5 July „	7,604	6	4½
10 October „	7,687	11	–

In the Quarter ended	£.	s.	d.
5 January 1813	7,112	16	1½
5 April „	8,130	2	1½
5 July „	8,805	17	4
10 October „	18,097	2	7
5 January 1814	8,620	17	9
5 April „	5,575	11	11
5 July „	6,570	18	11½
10 October „	7,871	11	7½
5 January 1815	9,682	14	–½
5 April „	9,073	10	7
5 July „	8,327	15	3
10 October „	10,418	12	5
5 January 1816	11,321	11	4
5 April „	8,626	10	3½
5 July „	7,860	4	8½
10 October „	9,938	19	2
5 January 1817	9,816	2	2
5 April „	7,574	4	7
5 July „	6,659	15	11
10 October „	9,223	8	8½
5 January 1818	10,053	–	11
5 April „	8,483	18	–
5 July „	7,869	15	3½
10 October „	20,553	10	–½
5 January 1819	11,375	19	9
5 April „	12,791	14	11
5 July „	9,740	5	–
10 October „	12,391	10	4½
5 January 1820	10,295	19	11
5 April „	6,764	4	8½
5 July „	9,496	10	11½
10 October „	13,826	11	7½
5 January 1821	11,977	16	3
5 April „	7,215	11	10
5 July „	8,166	12	11
10 October „	12,644	2	8
5 January 1822	8,026	15	10
5 April „	7,123	1	5½
5 July „	7,386	15	–½
10 October „	11,585	3	5
5 January 1823	11,386	14	11
5 April „	7,400	17	9
5 July „	10,450	–	7½
10 October „	17,166	8	2
5 January 1824	9,809	10	4½
5 April „	8,148	19	7½
5 July „	10,728	1	11½
10 October „	13,672	15	5½
5 January 1825	10,463	16	9½
5 April „	8,589	12	–
5 July „	11,811	13	2
10 October „	6,487	8	5

Appendix.

16th Day, No. 18—continued.

Amount of all Sums received as Port of London Dock Dues—*continued.*

In the Quarter ended	£	s.	d.	In the Quarter ended	£	s.	d.
5 January 1826	19,097	–	3	5 January 1830	10,784	12	3
5 April „	8,394	2	3½	5 April „	8,630	9	11
5 July „	10,735	4	8½	5 July „	10,674	16	6½
10 October „	13,746	3	3	10 October „	16,209	16	5½
5 January 1827	12,742	12	8	5 January 1831	11,628	13	5½
5 April „	7,886	8	11	5 April „	9,667	3	8½
5 July „	12,219	14	11½	5 July „	13,921	18	2½
10 October „	14,524	11	1½	10 October „	15,145	2	11½
5 January 1828	15,308	3	9½	5 January 1832	11,853	7	7
5 April „	8,670	10	5½	5 April „	9,544	–	9
5 July „	11,684	13	11½	5 July „	12,036	11	8½
10 October „	14,198	11	1	10 October „	13,096	14	8½
5 January 1829	12,375	1	10	5 January 1833	13,006	16	10
5 April „	8,817	6	–	5 April „	7,924	13	2
5 July „	12,538	–	3	5 July „	13,362	7	7
10 October „	14,917	9	3½				
				£.	1,286,667	18	5¼

Exchequer, 16 August 1833.

Thomas Forster.

(d.) AN ACCOUNT of all Sums received into the Exchequer, and carried to the Credit of the Consolidated Fund, by virtue of the several Acts passed for the Improvement of the Port of London, or the Construction of Docks therein.

	£	s.	d.	£	s.	d.
Money repaid by Richard Clarke, Esq., Chamberlain of the City of London, in part of repayment to the Consolidated Fund of the Sums advanced thereout, pursuant to Act 42 Geo. III. c. 49, for completing the Canal and other Works mentioned in the said Act:						
29 December 1807	2,283	–	–			
13 May - 1809	237	5	6			
23 December 1814	440	3	2			
18 December 1815	764	11	–			
22 November 1819	10,259	9	–			
				13,984	8	8
Money paid by West India Dock Company, in repayment of a Loan, per Act 47 Geo. III. c. 31, s. 4, Local and Personal, March 1817	30,000	–	–			
Ditto - - Interest on 15,000*l.*, from 9th December 1807 to March 1817	6,973	19	5			
Ditto - - Interest on 15,000*l.*, from 10 January 1809 to March 1817	6,158	4	5			
Ditto - - by West India Dock Company, for purchasing the City Canal, per Act 10 Geo. IV. c. 130, 1829	120,000	–	–			
				163,132	3	10
Money paid by George Maule, Esq., for the value of certain Goods upon the premises, belonging to the City Canal, bought by the West India Dock Company, 1829	121	5	6			
				121	5	6
			£.	177,237	18	–

Exchequer, 16 August 1833

Thomas Forster.

(e.) AN ACCOUNT of all Sums of Money reserved at the Exchequer out of Canal and Dock Duty, and issued to the Chamberlain of the City of London, specifying the Date of each issue, per Act 39 Geo. III. c. 69.

		£.	£.
1801	29 April	3,000	
	27 October	3,000	
			6,000
1802	5 June	3,000	
	23 October	3,000	
			6,000
1803	3 February	3,000	
	5 May	5,000	
	6 August	5,000	
	10 September	5,000	
			18,000
1804	4 January	3,000	
	28 April	3,000	
	6 August	3,000	
			9,000
1806	27 January	3,000	
	7 August	5,000	
	8 November	3,000	
			11,000
1807	12 May	3,000	
	18 November	3,000	
			6,000
1808	8 August	3,000	
			3,000
1809	25 February	3,000	
	29 April	3,000	
	9 September	3,000	
	11 November	3,000	
			12,000
1810	28 April	3,000	
	27 October	5,000	
			8,000
1811	3 September	5,000	
	29 October	3,000	
			8,000
1812	1 February	3,000	
	27 July	3,000	
	29 October	3,000	
			9,000
1813	11 February	3,000	
	15 May	3,000	
	28 July	5,000	
	9 November	5,000	
			16,000
1814	27 April	5,000	
	9 August	5,000	
	7 November	5,000	
			15,000
1815	26 January	5,000	
	29 July	3,000	
	20 November	5,000	
			13,000
1816	4 May	4,000	
	7 November	4,000	
			8,000

Appendix.

16th Day, No. 18—continued.

		£.	£.
1817	5 May	4,000	
	14 August	4,000	
			8,000
1818	22 January	4,000	
	28 April	3,000	
	28 November	4,000	
			11,000
1819	7 May	4,000	
	4 September	4,000	
			8,000
1820	12 February	4,000	
	31 July	4,000	
	27 November	3,000	
			11,000
1821	18 April	4,000	
	4 August	3,000	
	12 November	3,000	
			10,000
1822	6 May	4,000	
	3 August	3,000	
			7,000
1823	27 January	4,000	
	23 August	3,000	
			7,000
1824	11 February	3,000	
	13 May	4,000	
	8 November	3,000	
			10,000
1825	28 May	3,000	
	15 November	4,000	
			7,000
1826	11 February	4,000	
	20 July	4,000	
	7 November	2,000	
			10,000
1827	19 April	5,000	
	28 July	4,000	
	10 November	4,000	
			13,000
1828	28 April	4,000	
	23 October	2,000	
			6,000
1829	28 April	3,000	
			3,000
1830	6 January	5,000	
	20 April	3,000	
	15 November	3,000	
			11,000
1831	6 July	4,000	
			4,000
1832	31 January	3,000	
	17 July	3,000	
			6,000
1833	26 January	3,000	
	16 July	4,000	
			7,000
		£.	287,000

Exchequer, 16 August 1833.

Thomas Forster.

19.—TABLE of the NUMBER and TONNAGE of BRITISH and FOREIGN SAILING and STEAM VESSELS engaged in the FOREIGN TRADE which entered the PORT OF LONDON from 1820 to 1855.

(Compiled by the Board of Trade.)

(Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5605.)

Years.	BRITISH						FOREIGN.						TOTAL.					
	Sailing.		Steam		Total.		Sailing.		Steam.		Total.		Sailing.		Steam.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1820	3,354	655,239	Nil	Nil	3,354	655,239	856	122,619	Nil	Nil	856	122,619	4,210	777,858	Nil	Nil	4,210	777,858
1825	Cannot be given.																	
1830	—	—	—	—	3,910	744,229	—	—	—	—	1,268	207,500	5,002	926,195	176	25,534	5,178	951,729
1835	—	—	—	—	3,780	740,255	—	—	—	—	1,057	188,893	4,460	844,204	377	84,944	4,837	929,148
1845	4,477	959,426	646	149,961	5,123	1,109,387	2,353	370,752	86	22,352	2,439	393,104	6,830	1,330,178	732	172,313	7,562	1,502,491
1855	4,267	1,086,286	1,478	442,211	5,745	1,528,497	3,728	816,625	297	75,464	4,025	892,089	7,995	1,902,911	1,775	517,675	9,770	2,420,586

Commercial, Labour, and Statistical Department,
Board of Trade
June, 1900.

Appendix. 18th Day, No. 20.

20.—TABLE of NUMBER and TONNAGE of VESSELS in the "FOREIGN" TRADE that entered the PORT OF LONDON, including VESSELS in BALLAST, in each Year from 1861 to 1899, showing the PERCENTAGE of INCREASE.

(Compiled by the Board of Trade.)

(Handed in by Mr. C. J. C. Scott, on the Sixteenth day. See Question 5605.)

Years.	Sailing Vessels.		Steam Vessels.		Total tonnage of steam and sailing vessels together.	Percentage of Increase.
	Number.	Tons.	Number.	Tons.		
1861	8,594	2,347,849	2,373	815,293	3,163,142	—
1862	8,985	2,407,741	2,670	939,339	3,347,080	5·8
1863	8,852	2,426,780	2,756	1,014,739	3,441,519	8·9
1864	8,460	2,335,439	2,746	1,024,343	3,359,782	6·0
1865	8,545	2,487,466	3,065	1,158,676	3,646,142	15·2
1866	8,212	2,444,285	3,507	1,390,383	3,834,668	21·2
1867	7,433	2 276,703	3,603	1,464,061	3,740,764	18·4
1868	7,704	2,364,389	3,576	1,455,926	3,820,315	20·3
1869	7,335	2,330,988	4,061	1,606,927	3,937,915	24·4
1870	7,172	2,443,693	3,837	1,645,673	4,089,366	29·1
1871	7,009	2,394,160	4,259	1,930,977	4,325,137	36·7
1872	7,030	2,206,495	4,469	2,119,741	4,326,236	36·7
1873	6,456	2,257,616	4,561	2,290,318	4,547,934	43·7
1874	6,581	2,290,572	4,921	2,472,430	4,763,002	50·6
1875	6,065	2,151,431	5,246	2,759,102	4,910,533	54·5
1876	6,164	2,407,115	5,437	2,881,585	5,288,700	67·1
1877	6,246	2,486,743	5,909	3,197,957	5,684,700	79·7
1878	5,818	2,251,034	5,565	3,094,247	5,345,281	69·0
1879	5,453	2,195,183	5,839	3,495,105	5,690,288	80·1
1880	5,288	2,140,108	6,032	3,830,233	5,970,341	88·1
1881	4,708	1,893,724	6,057	3,916,319	5,810,043	83·6
1882	4,482	1,731,343	6,572	4,398,684	6,130,027	94·9
1883	4,134	1,695,418	6,916	4,894,176	6,589,594	108·3
1884	3,677	1,508,642	7,191	5,261,125	6,769,767	114·0
1885	3,343	1,405,834	7,266	5,496,821	6,902,655	118·2
1886	3,255	1,414,575	7,050	5,396,072	6,810,647	115·3
1887	3,023	1,300,200	7,434	5,579,987	6,880,187	117·5
1888	2,865	1,241,089	7,829	6,229,860	7,470,949	136·1
1889	3,010	1,192,656	7,720	6,357,465	7,550,121	138·6
1890	2,848	1,159,233	7,727	6,549,472	7,708,705	143·7
1891	2,556	1,035,124	7,662	6,062,841	7,637,965	141·4
1892	2,681	1,119,433	7,649	6,747,513	7,866,946	148·7
1893	2,402	944,696	7,623	6,837,706	7,782,402	146·0
1894	2,425	976,920	7,959	7,324,948	8,301,868	162·3
1895	2,243	958,407	7,969	7,477,269	8,435,676	166·6
1896	2,288	879,175	8,695	8,114,110	8,993,285	184·2
1897	2,170	855,859	8,769	8,255,066	9,110,925	188·0
1898	2,229	871,454	9,077	8,566,310	9,437,764	199·6
1899	2,052	831 468	9,217	8,726,189	9,557,657	202·1

21.—TABLE showing the INCREASE in the SIZE of SHIPS.

(Compiled by the Secretary of Lloyd's Register of British and Foreign Shipping.)

(Handed in by Mr. C. J. C. Scott, on the Sixteenth Day. See Question 5605.)

A.

Vessels registered under the Merchant Shipping Acts in the United Kingdom.

Net Tonnage—		31st December, 1871.		31st December, 1898.	
		Number.	Tons.	Number.	Tons.
Under 2,000 tons	Sail	21,804	4,274,639	11,138	1,893,080
	Steam	3,325	1,195,915	7,829	3,925,111
	Total	25,129	5,470,554	18,967	5,818,191
Over 2,000 tons	Sail	13	30,473	203	473,459
	Steam	46	121,633	977	2,683,450
	Total	59	152,106	1,180	3,156,909
Total	Sail	21,817	4,305,112	11,341	2,366,539
	Steam	3,371	1,317,548	8,806	6,608,561
	Total	25,188	5,622,660	20,146,	8,975,100

B.

Number of Steamers of all Nationalities of 2,000 tons gross and over afloat at various dates

Tonnage.	1886.	1896.	1899.
2,000 to 2,999	943	2,010	2,120
3,000 to 3,999	317	804	1,090
4,000 to 4,999	110	323	414
5,000 and above	40	214	395
Total over 2,000	1,410	3,351	4,019

C.

Steamers under construction in the United Kingdom.

(Gross Tonnage.)

Tonnage.		September 1891.	September 1895.	September 1899.
Under 3,000		277	209	325
3,000 to 3,999		27	57	79
4,000 to 4,999		9	26	38
5,000 to 9 999		19	22	75
10,000 and above		2	—	16
Total	Number	334	314	533
	and Tonnage	516,307	688,999	1,342,385

Appendix.

16th Day, Nos. 21—(continued) 22, and 23.

D.

Vessels under Construction in the United Kingdom at the end of June, 1875, and June, 1899.
(Gross Tonnage.)

Description.	June, 1875*		June, 1899.†	
	No.	Tonnage.	No.	Tonnage.
Sail - - - - - - - -	312	176,585	27	3,482
Steam - - - - -	192	203,094	541	1,382,885
Total - -	504	379,679	568	1,386,367

* Including vessels preparing (*i.e.*, not commenced at the date given but on order.)
† Excluding vessels preparing.

		1875.	1899.
Average Tonnage	Sail - - - - - -	566	129
	Steam - - - - -	1,058	2,556

22.—TABLE of the NUMBER of STEAMERS classed of over 5,000 tons each and SAILING VESSELS classed of over 2,500 tons each.

(Compiled by Mr. Schönberg the Secretary of the Harbours Docks and Piers Association.)

(*Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5605.*)

Year.	Steamers.	Sailing Vessels.
1891	16	19
1892	13	33
1893	12	9
1894	19	2
1895	17	2
1896	31	8*
1897	24	6†
1898	47	4†
1899	52	8†

* All except one built in France. † All built in France.

23.—TABLE showing the AVERAGE SIZE of STEAMERS and SAILING VESSELS, excluding VESSELS under 200 tons.

(*Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5605.*)

	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Average steam tonnage (gross)	1,971	2,100	2,212	2,356	2,219	2,647	2,555	2,452	2,634	2,844
Average sail tonnage (gross) -	1,783	1,696	1,889	1,684	1,816	1,607	1,826	1,741	1,441	1,612

24.—TABLE of the STEAMERS over 7,000 tons gross, Built since 1890, and Afloat on 30th June 1900.

(A.) BUILT IN UNITED KINGDOM.

(Compiled by Lloyd's Register.)

(Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5605.)

Name.	Flag.	Built.	Place of Build.	Tonnage.		Dimensions.		
				Gross.	Nett.	Length.	Breadth.	Depth.
Afric	U. K.	1898	Belfast	11,948	7,804	550·2	63·3	31·9
Bavarian	„	1899	Dumbarton	10,376	6,725	501·1	59·3	39·8
Briton	„	1897	Belfast	10,248	5,154	530·3	60·3	36·2
Campania	„	1893	Glasgow	12,950	4,974	601·0	65·2	37·8
Cymric	„	1898	Belfast	12,647	8,201	585·5	64·3	37·9
Devonian	„	1900	„	10,405	6,816	552·0	59·0	41·0
Georgic	„	1895	„	10,077	6,570	558·7	60·3	36·0
Ivernia	„	1900	Newcastle	13,000	8,913	582·0	64·9	37·8
Lucania	„	1893	Glasgow	12,952	4,975	601·0	65·2	37·8
Medic	„	1898	Belfast	11,985	7,825	550·2	63·3	39·9
Minneapolis	„	1900	„	13,401	8,651	600.7	65·5	39·7
Minnehaha	„	1900	„	13,401	8,651	600·0	65·0	44·0
New England	„	1898	„	11,394	7,416	550·3	59·3	35·9
Norseman	„	1897	„	11,677	8,886	500·7	62·3	33·9
Oceanic	„	1899	„	17,274	6,996	685·7	68·3	44·5
Persic	„	1899	„	11,973	7,820	550·2	63·3	39·9
Saxon	„	1899	„	12,570	6,800	570·0	64·0	42·7
Tunisian	„	1900	Glasgow	10,576	6,802	500·6	59·2	39·8
Vaderland	„	1900	„	11,000	—	560·0	60·2	38·2
Winifredian	„	1899	Belfast	10,405	6,816	552·5	59·3	28·9
Zeeland	„	1900	Glasgow	11,000	—	560·0	60·2	38·2
Achilles	„	1900	Greenock	7,011	4,461	442·1	52·7	32·0
Agamemnon	„	1900	„	7,011	4,462	442·1	52·7	32·0
Ajax	„	1900	„	7,011	4,461	442·1	52·7	32·0
American	„	1895	Belfast	8,196	5,407	475·9	55·2	35·9
Arabia	„	1898	Greenock	7,093	4,167	499·7	54·3	24·5
Armenia	„	1895	Belfast	8,825	5,754	512·5	59·2	35·C
Assaye	„	1899	Greenock	7,376	4,411	450·0	54·2	31·6
Atlantian	„	1899	Newcastle	9,355	6,168	482·0	57·3	32·8
British Prince	„	1899	„	7,325	4,833	470·0	56·8	32·1
British Princess	„	1899	„	7,460	4,817	470·0	56·8	32·1
Caledonia	„	1894	Greenock	7,558	3,579	486·0	54·2	56·2
Canada	„	1896	Belfast	8,806	5,701	500·4	58·2	31·1
Carisbrook Castle	„	1898	Glasgow	7,626	4,246	485·0	56·0	23·6
Cestrian	„	1896	Belfast	8,823	5,753	512·5	59·2	35·0
Cevic	„	1894	„	8,301	5,403	500·0	60·0	38·0
China	„	1896	„	7,912	4,166	500·5	54·2	25·1
Collegian	„	1899	Glasgow	7,237	4,691	470·0	56·2	31·9
Custodian	„	1900	„	9,214	6,023	482·0	57·2	31·9
Delphic	„	1897	Belfast	8,273	5,401	475·9	55·2	35·9
Egypt	„	1897	Greenock	7,912	4,179	499·8	54·3	24·5
European	„	1896	Belfast	8,194	5,385	475·9	55·2	35·9
Gothic	„	1893	„	7,755	4,975	490·7	53·2	33·5
India	„	1898	Greenock	7,911	4,185	499·9	54·3	25·1
Indore	„	1898	Belfast	7,300	4,775	480·0	52·3	27·0
Irishman	„	1898	„	8,001	6,118	490·5	56·0	25·0
Kensington	„	1894	Glasgow	8,669	5,645	480·0	57·2	37·0
Kildonan Castle	„	1899	„	9,652	5,105	515·3	59·2	34·7
Kinfauns Castle	„	1899	„	9,664	5,063	515·3	59·2	34·7
Knight Errant	„	1898	„	7,464	4,747	470·0	57·2	31·9
Lake Erie	„	1900	„	7,550	4,814	446·0	52·0	35·5
Manhattan	„	1898	Belfast	8,004	6,124	490·5	56·3	25·0
Maplemore	„	1899	Glasgow	7,803	5,842	459·0	52·5	31·0
Marquette	„	1898	„	7,057	4,536	486·5	52·3	31·3
Mechanician	„	1900	Belfast	9,200	—	482·0	57·2	39·5
Michigan	„	1899	„	9,510	6,158	500·7	62·4	34·0
Milwaukee	„	1897	Newcastle	7,323	4,784	470·0	56·1	21·9
Monarch	„	1897	„	9,041	7,120	470·0	56·0	31·9
Montezuma	„	1899	Glasgow	7,345	4,734	485·0	59·0	30·5
Montfort	„	1899	Newcastle	7,087	4,580	445·0	52·2	27·8
Mount Royal	„	1898	„	8,747	6,896	470·0	56·0	32·0
Norman	„	1894	Belfast	7,537	4,005	490·8	53·2	33·5
Omrah	„	1899	Barrow	8,291	4,632	490·7	56·7	26·0
Ortona	„	1899	„	7,945	4,115	500·0	55·3	33·7
Persia	„	1900	Greenock	7,900	—	499·9	54·0	36·9
Pinemore	„	1898	Glasgow	7,807	5,846	459·0	52·5	31·0
Politician	„	1899	Newcastle	7,228	4,738	469·5	56·4	31·9
Quernmore	„	1898	Belfast	7,304	4,783	480·0	52·3	27·0
Rapidan	„	1898	Hartlepool	7,505	4,877	475·5	56·0	32·2
Scot	„	1891	Dumbarton	7,815	4,278	531·0	54·8	17·9
Sobraon	„	1900	Greenock	7,382	4,411	450·0	54·2	31·6
Southwark	„	1893	Dumbarton	8,607	5,642	480·0	57·2	37·1
Star of Australia	„	1899	Belfast	7,198	4,668	440·0	55·1	29·7
Tactician	„	1900	Newcastle	7,200	—	469·2	56·3	31·9
Ultonia	„	1898	„	8,845	5,743	500·0	57·4	33·9
Victorian	„	1895	Belfast	8,825	5,753	512·5	59·3	35·0
Algoa	„	1896	Sunderland	7,575	4,897	455·0	58·0	23·4

Appendix. 16th Day. No. 24—(continued) and 25.

24.—TABLE of the Steamers over 7,000 tons gross, built since 1890, and afloat on 30th June 1900—*continued.*

(A.) BUILT IN UNITED KINGDOM—*continued.*

Name.	Flag.	Built.	Place of Build.	Tonnage.		Dimensions.		
				Gross.	Nett.	Length.	Breadth.	Depth.
Rotterdam	Holland	1897	Belfast	8,139	5,160	470·3	53·2	22·3
Statendam	„	1898	„	10,491	6,701	515·3	59·8	23·8
L'Aquitaine	French	1890	Glasgow	8,810	2,147	500·0	57·5	34·0
Pennsylvania	German	1896	Belfast	13,265	8,505	559·4	62·2	30·0
Belgia	„	1900	Newcastle	7,490	4,850	485·0	57·0	32·9
Bengalia	„	1898	Glasgow	7,671	4,910	485·0	57·0	32·9
Bethania	„	1899	„	7,492	4,839	485·0	57·0	32·9
Bosnia	„	1899	Newcastle	7,436	4,824	485·0	57·4	32·7
Drachenfels	„	1899	„	7,144	4,674	456·0	53·1	22·5
Hannover	„	1899	„	7,305	4,635	430·0	54·3	39·5
Moskva	Russian	1898	Glasgow	7,270	2,734	487·0	58·2	26·0
Smolensk	„	1900	Newcastle	7,270	2,730	470·0	58·2	33·7

(B) BUILT ABROAD.

Name.	Flag.	Built.	Place of Build.	Tonnage.		Dimensions.		
				Gross.	Nett.	Length.	Breadth.	Depth.
St. Louis	America	1895	Philadelphia	11,629	5,894	535·5	63·0	26·8
St. Paul	„	1895	„	11,629	5,874	535·5	63·0	26·8
Potsdam	Holland	1899	Hamburg	12,522	7,975	549·9	62·0	42·6
La Lorraine	French	1900	St. Nazaire	11,200	—	563·1	60·0	35·9
La Savoie	„	1900	„	11,200	—	563·1	60·0	35·9
La Touraine	„	1890	„	9,047	2,881	520·2	56·0	34·6
Barrossa	German	1896	Hamburg	10,796	6,386	526·4	60·0	34·6
Batavia	„	1898	„	10,178	6,510	501·3	62·2	34·6
Belgravia	„	1899	„	10,155	6,492	501·1	62·2	34·5
Bremen	„	1897	Danzig	10,525	6,683	525·1	60·2	34·8
Bulgaria	„	1898	Hamburg	10,237	6,550	501·4	62·2	34·6
Deutschland	„	1900	Stettin	15,500	—	662·7	67·0	40·4
Friedrich der Grosse	„	1896	„	10,568	6,767	523·0	60·0	34·8
Graf Waldersee	„	1898	Hamburg	13,148	8,373	561·2	62·2	37·7
Grosser Kurfürst	„	1899	Stettin	12,500	—	559·7	62·0	39·0
Hamburg	„	1899	„	10,600	6,598	499·3	60·1	34·5
Kaiser Friedrich	„	1897	Danzig	12,480	5,147	581·7	63·7	37·9
Kaiser Wilhelm der Grosse	„	1897	Stettin	14,349	5,521	626·7	66·0	39·0
König Albert	„	1897	„	10,643	6,590	499·3	60·2	34·6
Königin Luise	„	1896	„	10,566	6,723	523·4	60·1	34·9
Main	„	1899	Hamburg	10,200	6,000	500·0	58·0	37·0
Patricia	„	1899	Stettin	13,032	8,250	584·0	62·3	37·1
Pretoria	„	1897	Hamburg	13,190	8,404	561·0	62·3	37·9
Rhein	„	1899	„	10,058	6,398	501·0	58·1	36·7
Frankfürt	„	1899	Geestermünde	7,500	—	—	—	—
Fürst Bismarck	„	1890	Stettin	8,430	3,226	504·4	57·6	34·1
Kaiserin Maria Theresia	„	1890	„	8,278	3,014	528·4	51·8	36·9
Kiautschau	„	1900	„	10,000	—	524·3	60·1	34·5
Köln	„	1899	Geestermünde	7,409	4,666	430·0	54·0	34·5
Phœnicia	„	1894	Hamburg	7,412	4,750	461·2	52·3	31·9
Prinzess Irene	„	1900	Stettin	10,000	—	524·2	60·2	34·7

25.—TABLE of the NUMBER and NETT TONNAGE of STEAM VESSELS (not including Warships) built in the UNITED KINGDOM from 1888 to 1898, and also showing the EXCESS of GROSS TONNAGE over NETT TONNAGE.

(Compiled by Mr. SCHÖNBERG, the Secretary of the Harbours, Docks, and Piers Association.)

(*Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5065.*)

Year.	Number.	Tons.		Gross exceeds Nett by per cent.
		Nett.	Gross.	
1888	558	475,655	753,107	58·33
1889	786	716,856	1,140,634	59·11
1890	759	660,509	1,057,857	60·15
1891	770	579,583	835,094	61·34
1892	618	511,684	830,146	62·24
1893	537	458,329	749,832	63·60
1894	626	567,381	919,542	62·06
1895	695	578,765	935,935	61·71
1896	747	650,212	1,062,621	63·42
1897	678	545,565	903,780	65·65
1898	853	818,986	1,345,226	64·31

26.—TABLE of the VESSELS with CARGOES entering the PORT OF LONDON and the DOCKS of the LONDON and INDIA DOCKS JOINT COMMITTEE between the Years 1889 and 1899 both inclusive. Appendix. 16th Day. No. 26.

(Compiled from the Returns of the Docks Company and figures supplied by the Board of Trade.)

(*Handed in by Mr. C. J. C. Scott, on the Sixteenth Day. See Question 5605.*)

Year.	Port of London.				Docks of London and India Docks Company.			
	From Foreign Ports.		Coastwise.		From Foreign Ports.		Coastwise.†	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1889	10,493	7,360,213	37,970	4,095,031	2,238	2,838,981	824	370,993
1890	10,343	7,532,174	35,333	5,075,253	2,222	3,007,976	956	425,298
891	9 965	7,446,776	35,590	5,189,858	2,235	3,181,485	796	367,933
1892	10,1 6	7,672,216	37,024	5,253,483	2,315	3,454,114	731	348,579
1893	9,841	7,660,202	38,074	5,790,777	2,151	3,303,270	1,068	489,401
1894	10,224	8,176,817	36,303	5,827,148	2,236	3,520,674	1,290	612,380
1895	10,084	8,352,345	36,231	5,857,940	2,225	3,517,553	1,479	735,237
1896	10,772	8,813,752	38,641	6,160,610	2,549	3,788,848	1,565	798,724
1897	10,734	8,957,104	37,437	6,230,157	2,677	4,102,433	1,603	774,378
1898	11,119	9,285,980	* 13,354	5,378,513	2,743	4,224,312	1,552	827,986
1899	—	—	—	—	2,800	4,281,389	‡ 1 535	‡ 789,197

* From 1st April, 1898, trade between all places in the Estuary of the River Thames within the Ports of London, Rochester, Faversham, and Colchester to the westward of an imaginary line drawn from Reculver Towers, being the eastern boundary of the Port of Faversham to Colne Point in the Port of Colchester, ceased to be considered trade by sea within the meaning of section 140 of the Customs Consolidation Act, 1876, and the arrivals and departures of vessels engaged in such trade ceased to be recorded as entrances and clearances in the coasting trade.

In the above table vessels engaged in trading between places in the Estuary of the River Thames within the limits mentioned above have been excluded from the whole of the year 1898.

† The coastwise tonnage entering the Docks of the London and India Docks Company is really much larger than the above table indicates owing to the fact that no record is kept of any vessels entering from or leaving for places within an imaginary line drawn from the Naze Point to the North Foreland.

‡ The coastwise figures for 1899 are only approximate owing to the London and India Docks Company having imposed a charge on certain vessels hitherto exempted, whi h were accordingly classed as coasters; but in consequence of a decision in the High Court the charges on those vessels had afterwards to be returned, and the figures consequently altered.

Appendix. 16th Day. Nos. 27 and 28.

27.—TABLE of VESSELS in the FOREIGN TRADE that entered with CARGOES into the PORT OF LONDON, the DOCKS of LONDON, and the DOCKS of the LONDON and INDIA DOCKS JOINT COMMITTEE, respectively, between the Years 1889 and 1899, both inclusive, showing the INCREASE on 1889 in each year.

(Compiled from figures supplied by the Docks Company and the Board of Trade.

(Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5605.)

Year.	Port of London.			The Docks of London.			The Docks of the London and India Docks Company.		
	Ships.	Tonnage.	Rate of Increase.	Ships.	Tonnage.	Rate of Increase.	Ships.	Tonnage.	Rate of Increase.
1889	10,493	7,360,213	—	4,289	4,459,046	—	2,238	2,838,981	—
1890	10,343	7,532,174	2·3	4,298	4,652,267	4·3	2,222	3,007,976	5·9
1891	9,965	7,446,776	1·1	4,230	4,697,171	5·3	2,235	3,181,485	12·6
1892	10,106	7,672,216	4·2	4,210	4,914,157	10·2	2,315	3,454,114	21·7
1893	9,841	7,660,202	4·0	4,022	4,828,901	8·3	2,151	3,303,270	16·3
1894	10,224	8,176,817	11·1	4,177	5,184,476	16·2	2,236	3,520,674	24·0
1895	10,084	8,352,345	13·4	4,105	5,159,015	15·7	2,225	3,517,553	23·8
1896	10,772	8,813,752	19·7	4,453	5,441,158	22·2	2,549	3,788,848	33·4
1897	10,734	8,957,104	21·7	4,428	5,668,849	27·1	2,677	4,102,433	44·4
1898	11,119	9,285,980	26·1	4,586	5,772,429	29·4	2,743	4,224,312	48·7
1899	—	—	—	4,529	5,813,376	30·3	2,800	4,281,389	50·8

28.—TABLE of the NUMBER and TONNAGE of all SHIPS entering the DOCKS of the LONDON and INDIA DOCKS JOINT COMMITTEE between the Years 1889 and 1899 both inclusive.

(Compiled from the Records kept by the Docks Company.)

(Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5605.)

Year	From Foreign Ports to Discharge.		Coastwise to Discharge.		To load or lie up, from Foreign Ports and Coastwise.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1889	2,238	2,838,981	824	370,993	1,481	518,865
1890	2,222	3.007,976	956	425,298	1,485	661,070
1891	2,235	3,181,485	796	267,933	1,454	633,810
1892	2,315	3,454,114	731	348,579	1,627	621,196
1893	2,151	3,303,270	1,068	489,401	1,559	582,642
1894	2,236	3,520,674	1,290	612,380	1,667	656,735
1895	2,225	3,517,553	1,479	735,237	1,712	676,915
1886	2,549	3,788,848	1,565	798,724	1,757	729,056
1897	2,677	4,102,433	1,603	774,378	1,621	698,271
1898	2,743	4,224,312	1,552	837,986	1,988	815,202
1899	2,800	4,281,389	*1,535	*789,197	*1,632	*810,628

* The figures in the columns entering coastwise and to load for 1899 are only approximate, because the Docks Company in that year charged dues on certain vessels hitherto exempt, and owing to a decision in the High Court these dues had afterwards to be returned.

The records do not enable the exact numbers and tonnage to which the observation applies to be accurately distributed between the two classes affected, though the total number and tonnage is correct

29.—TABLE of the NUMBER and TONNAGE of VESSELS in FOREIGN TRADE, with CARGOES and in BALLAST ENTERING and CLEARING from some of the CHIEF PORTS in the UNITED KINGDOM showing the INCREASE of SHIPPING in 1898 in each Port over that of 1890.

(Compiled from figures supplied by the Board of Trade.)

(*Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5605.*)

Name of Port.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		Increase in Tonnage in 1898 over 1890.
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	
Bristol - -	1,036	778,151	1,062	830,282	1,099	913,238	1,102	928,274	1,240	1,102,536	1,102	948,867	1,241	1,108,782	1,166	1,091,316	1,156	1,173,859	50·8
Cardiff - -	10,526	8,815,210	10,987	9,386,335	11,003	9,779,179	10,221	9,408,044	10,723	10,478,391	10,547	10,201,125	10,651	10,905,144	11,162	11,990,709	8,306	8,788,105	-·4
Hull - -	6,108	3,653,134	6,213	3,813,676	6,343	3,801,180	5,477	3,415,330	6,173	3,933,123	5,602	3,763,339	5,878	4,011,909	6,093	4,140,982	6,458	4,627,480	26·6
Liverpool -	8,676	10,941,801	8,246	11,087,908	7,981	11,119,976	7,191	9,839,801	7,279	10,489,578	6,884	10,481,540	6,895	10,883,024	6,928	11,261,051	7,149	12,168,802	11·2
London - -	18,531	13,480,767	17,866	15,425,517	18,180	13,916,459	17,376	13,418,056	18,042	14,433,580	17,725	14,546,001	19,124	15,582,195	19,105	15,797,659	19,704	16,596,202	23·1
Middlesbrough	2,534	1,457,529	2,254	1,349,233	2,025	1,193,869	2,496	1,749,532	2,704	1,949,142	2,588	1,829,044	2,828	2,016,807	2,607	1,996,083	2,268	1,783,053	22·3
Southampton	3,582	1,701,485	3,541	1,751,576	3,555	1,735,535	3,759	2,130,753	4,187	2,323,516	4,152	2,748,924	4,348	2,998,254	4,260	3,008,209	4,362	2,923,611	71·8
Sunderland -	3,034	1,682,125	2,905	1,716,318	2,639	1,561,047	3,143	1,979,733	3,223	2,084,519	2,726	1,732,948	3,842	1,801,190	2,977	1,943,967	3,022	1,961,740	16·6
Swansea -	3,356	1,423,859	3,166	1,369,041	3,273	1,422,488	3,087	1,320,144	2,943	1,342,710	2,971	1,512,069	2,921	1,491,717	3,143	1,600,869	3,598	1,922,071	34·9
Tyne Ports -	14,199	8,411,314	14,411	8,876,494	12,189	7,496,225	12,555	8,028,392	13,362	8,655,115	12,055	8,115,272	12,639	8,461,572	*10,179	*7,382,737	*10,573	*8,209,512	-2·4
															3,307	1,986,511	3,634	2,401,103	26·1
Glasgow -	2,556	2,819,362	2,303	2,657,057	2,548	2,940,905	2,200	2,748,599	2,143	2,760,274	2,505	3,096,276	2,509	3,191,707	2,576	3,421,386	2,766	3,684,443	30·5
Grangemouth	2,405	1,031,922	2,678	1,188,882	2,970	1,340,928	2,835	1,269,767	2,346	1,071,454	2,730	1,331,138	2,879	1,395,347	2,844	1,483,116	2,765	1,482,279	43·6
Leith - -	2,741	1,333,064	2,927	1,445,580	2,950	1,544,337	2,880	1,569,432	2,871	1,571,498	2,895	1,638,099	3,109	1,792,682	3,203	1,831,245	3,220	1,977,117	48·3
Belfast - -	486	330,179	477	329,227	634	483,184	551	442,969	585	493,429	566	486,550	580	526,047	647	685,400	560	608,631	84·3
Dublin - -	489	327,765	459	307,948	486	373,559	460	335,791	486	369,956	449	346,152	436	352,167	434	379,924	377	311,191	-5·1
Total entering and clearing from the Ports in this Table in 1898 - - - - - - - - - - - -																		70,619,199	
Total entering and clearing from all Ports in the United Kingdom in 1898 - - - - - - - - - - -																		90,963,966	

* Blythe, which was formerly included in the Tyne Ports, was made a separate port in 1897, and the figures are added separately for 1897 and 1898.

Appendix.
16th Day.
No. 30.

30.—TABLE showing the TONNAGE of MERCHANT SHIPPING owned by different countries at different dates, showing the rate of INCREASE.

(Compiled from figures contained in the Board of Trade Return 217 of 1899).

(*Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5605.*)

Name of Country.	Tonnage in 1850.	Tonnage in 1897.	Rate of Increase.
			Per cent.
United Kingdom	3,565,133	8,953,171	151
Norway	298,315	1,552,199	423
Hamburg	71,257	715,466	904
Bremen	67,770	450,132	554
Holland	292,576	296,081	1
Belgium	34,919	85,427	144
France	688,153	920,871	33
	Tonnage in 1880.	Tonnage in 1897.	Increase.
			Per cent.
Russia	467,884	605,804	29
	Tonnage in 1870.	Tonnage in 1897.	Increase.
			Per cent.
German Empire	982,355	1,555,371	58

Appendix.
16th Day.
No. 31.

31.—Comparative Statement of Earnings and Expenses; and of Shipping, Exports, Landings, and Stocks of the London and India Docks Joint Committee for the Years 1889 to 1899, both inclusive.

(Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5605.)

Income.

	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
	£	£	£	£	£	£	£		£	£	£
By Import Rates	935,979	1,031,413	1,019,067	1,111,668	1,006,657	1,005,036	1,008,911	1,024,922	1,060,180	997,564	994,327
„ Export Rates	166,660	172,234	178,175	158,642	145,400	141,183	159,637	174,184	171,084	167,716	176,929
„ Tonnage Dues and Rent on Ships „ Discharging and Extra Rates on Ships	445,078	481,390	445,546	469,310	427,260	436,256	446,931	437,175	442,733	448,993	478,006
„ Graving Docks	32,025	29,980	37,631	36,614	32,515	35,716	35,360	35,573	35,711	33,899	38,656
	1,579,742	1,715,017	1,680,419	1,776,234	1,611,832	1,618,191	1,645,839	1,671,854	1,709,708	1,648,172	1,687,918
„ Railway Rates and Tolls	9,321	10,547	10,949	9,776	10,240	10,360	10,137	11,627	11,871	11,741	11,579
„ Rent of Premises, &c.	23,164	34,468	35,023	33,918	33,932	31,455	32,154	32,336	34,735	38,439	39,363
„ North London Railway Company.	4,535	4,920	5,004	3,945	3,754	3,565	3,330	4,405	4,638	4,542	4,580
„ Brunswick Wharf	1,397	2,207	1,939	1,955	1,796	2,058	2,154	2,022	1,849	1,981	2,025
£	1,628,665	1,767,165	1,733,238	1,825,835	1,661,554	1,665,629	1,693,614	1,722,744	1,762,801	1,704,925	1,745,965

Expenditure.

	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
	£	£	£	£	£		£	£	£	£	£
To Wages	747,619	851,710	701,686	713,270	633,499	611,723	640,405	620,115	620,961	579,935	566,220
„ Salaries	110,422	116,176	117,681	117,147	121,397	122,140	122,607	122,154	122,233	122,801	122,442
	858,031	967,886	819,367	830,417	754,896	733,863	763,012	742,269	743,194	702,736	688,622
„ Superannuation allowances	6,677	10,519	17,438	25,275	26,273	29,105	30,303	33,078	34,081	36,292	33,053
„ Directors' fees	3,600	3,600	3,600	3,600	3,600	3,600	3,600	3,600	3,600	3,600	3,600
„ Stores and stationery	33,753	30,928	27,003	32,001	29,010	23,348	23,993	26,173	30,291	25,703	26,414
„ Gas, electric light and water	10,799	13,211	13,568	14,712	15,013	15,531	15,853	15,251	16,239	16,256	19,298
„ Maintenance of works, plant, &c.	69,101	88,003	85,595	91,401	104,123	103,922	109,167	97,207	101,275	97,622	109,225
„ Dredging	11,951	16,951	26,083	30,135	29,148	30,028	23,839	34,195	27,420	30,562	30,169
„ Coals and coke	26,309	32,502	33,911	29,483	26,764	26,185	27,174	26,819	28,183	33,509	36,360
„ Lighterage of goods	26,297	27,920	26,527	32,705	29,910	25,453	23,764	27,865	29,077	23,716	24,957
„ Carriage of goods	46,238	47,762	46,702	48,239	51,814	48,250	52,332	58,055	61,639	63,958	70,327
„ Removal of ships	3,795	3,359	3,570	2,973	2,958	3,370	3,424	2,792	3,126	3,248	3,729
„ Rates and taxes	64,652	58,498	61,628	72,999	69,504	85,821	85,008	95,387	89,887	84,230	92,286
„ Cost of appeals re rating of premises	—	—	—	—	2,545	—	—	—	—	—	—
„ Property and income tax	1,042	1,436	1,294	1,319	1,550	1,420	1,123	1,254	1,259	1,136	1,176
„ Law and Parliamentary charges.	3,635	2,743	4,372	4,471	3,713	3,689	4,663	2,484	3,804	3,409	3,489
„ Insurance against fire, buildings, &c.	7,472	5,954	6,222	6,375	6,496	6,514	5,274	6,867	7,035	6,932	6,859
„ Insurance against fire, goods	2,895	2,154	1,574	1,498	1,486	1,140	1,418	1,582	1,569	1,470	1,079
„ Compensations and donations.	1,000	2,225	2,513	2,430	3,080	3,068	3,129	2,794	3,352	4,325	3,795
„ Losses and claims	2,104	6,301	6,010	8,487	6,477	4,946	7,005	6,613	4,969	5,634	6,349
„ Miscellaneous charges	6,463	7,886	3,833	5,167	5,344	5,199	5,482	5,712	7,919	7,961	8,807
„ Telegraph and telephone expenses.	1,876	2,008	1,444	1,554	1,457	1,474	1,183	1,377	1,450	1,174	1,199
Rent of Smithfield depôt, &c.	7,500	7,500	7,500	7,500	7,450	7,255	7,450	7,450	7,450	7,450	7,450
Expenses of trains running on Royal Albert Dock line.	—	—	—	—	—	—	—	1,949	3,544	3,544	3,545
Rents payable on premises	6,510	811	881	803	766	2,026	1,865	2,956	2,711	2,456	2,205
Interest on mortgage debentures, &c.	6,215	8,370	8,102	8,360	10,893	16,204	18,443	20,505	22,576	25,818	27,942
Expenditure	1,207,947	1,348,543	1,208,809	1,263,326	1,194,270	1,181,411	1,218,504	1,223,984	1,235,600	1,192,731	1,217,066
Balance	420,718	418,622	524,429	562,509	467,284	484,218	475,110	*498,760	†527,201	512,194	528,899
£	1,628,665	1,767,165	1,733,238	1,825,835	1,661,554	1,665,629	1,693,614	1,722,744	1,762,801	1,704,925	1,745,965

* In addition there is a sum of 11,815*l.* in rectification of accounts of past years.
† Ditto ditto 2,251*l.* ditto ditto

Appendix. 16th Day Nos. 32 and 33.

32.—COMPARATIVE STATEMENT of VESSELS and TONNAGE entering the DOCKS of LONDON and the DOCKS of the LONDON and INDIA DOCKS JOINT COMMITTEE respectively from NORTH AMERICAN and CANADIAN PORTS, and from all other FOREIGN PORTS to discharge between the Years 1887 and 1899 both inclusive.

(Compiled from the Records of the Docks Company, the figures of the London and India Docks Company's Docks being shown in italics).

(Handed in by Mr. C. J. C. Scott on the Sixteenth Day See Question 5605.)

Year.	North American and Canadian Ports.		Other Foreign Ports.		Total.		The percentage the North American and Canadian tonnage bears to the total Tonnage.
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	
	All the Docks.						
1887	482	740,403	3,761	3,331,823	4,243	4,072,226	18·2
	The London and India Docks Company's Docks.						
	334	*565,865*	*2,002*	*2,215,558*	*2,336*	*2,781,423*	*20·3*
1888	434	686,073	4,204	3,886,155	4,638	4,572,228	15·0
	278	*458,016*	*2,072*	*2,437,516*	*2,350*	*2,895,532*	*15·8*
1889	468	757,893	3,821	3,701,153	4,289	4,459,046	16·9
	274	*454,902*	*1,964*	*2,384,079*	*2,238*	*2,838,981*	*16·0*
1890	592	938,044	3,706	3,714,223	4,298	4,652,267	20·1
	368	*655,043*	*1,854*	*2,352,933*	*2,222*	*3,007,976*	*21·7*
1891	485	849,738	3,745	3,847,433	4,230	4,697,171	18·1
	373	*719,469*	*1,862*	*2,462,016*	*2,235*	*3,181,485*	*22·6*
1892	652	1,171,246	3,558	3,742,911	4,210	4,914,157	23·8
	531	*1,028,458*	*1,784*	*2,425,656*	*2,315*	*3,454,114*	*29·7*
1893	549	1,053,491	3,473	3,775,410	4,022	4,828,901	21·8
	397	*877,226*	*1,754*	*2,426,044*	*2,151*	*3,303,270*	*26·5*
1894	538	1,112,711	3,639	4,071,765	4,177	5,184,476	21·4
	422	*959,305*	*1,814*	*2,561,369*	*2,236*	*3,520,674*	*27·2*
1895	450	970,193	3,655	4,188,822	4,105	5,159,015	18·8
	357	*807,393*	*1,868*	*2,710,160*	*2,225*	*3,517,553*	*22·9*
1896	586	1,269,295	3,867	4,171,863	4,453	5,441,158	23·3
	431	*1,011,954*	*2,118*	*2,776,894*	*2,549*	*3,788,848*	*26·7*
1897	662	1,473,717	3,766	4,195,132	4,428	5,668,849	25·9
	480	*1,166,023*	*2,197*	*2,936,410*	*2,677*	*4,102,433*	*28·4*
1898	664	1,544,701	3,922	4,227,728	4,586	5,772,429	26·7
	501	*1,267,597*	*2,242*	*2,956,715*	*2,743*	*4,224,312*	*30·0*
1899	613	1,497,094	3,916	4,316,282	4,529	6,813,376	25·7
	445	*1,187,743*	*2,355*	*3,093,646*	*2,800*	*4,284,389*	*27·9*

33.—TABLE showing NUMBER of LIGHTERS using the various DOCKS of the LONDON and INDIA DOCKS JOINT COMMITTEE between the Years 1889 and 1899 both inclusive.

(Compiled from the Returns of the London and India Docks Joint Committee.)

(Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5605).

Year.	London and St. Katharine.	East and West India.	Victoria and Albert.	Tilbury.	Total.
1889	28,835	45,670	45,413	8,543	128,461
1890	27,416	45,626	52,062	8,649	133,753
1891	25,917	45,238	50,839	10,512	132,506
1892	25,791	46,668	52,957	14,078	139,494
1893	23,980	34,728	55,531	12,172	126,061
1894	24,930	33,050	58,606	8,951	125,537
1895	26,940	38,718	55,061	8,677	119,456
1896	28,216	38,145	57,909	10,070	134,340
1897	31,230	37,938	59,394	10,545	139,107
1898	29,983	42,708	56,689	12,837	142,217
1899	30,182	38,333	56,067	12,611	137,193

34.—STATEMENT showing the NUMBER of BARGES entering the DOCKS controlled by the LONDON AND INDIA DOCKS JOINT COMMITTEE on the JOINT COMMITTEE'S ACCOUNT during the Year 1899.

(Compiled from the Records of the Joint Committee.)

(Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5605.)

BARGES.

The total number of barges returned by the dockmasters as entering the several docks in 1899 was 137,193.

Of this number the following were exclusively employed in the Joint Committee's business :—

GREY'S CRAFT—

Entered one dock empty for goods, and entered another dock to discharge, or entered a dock with goods from the river. (Each entry counted)	9,206
Entered one dock with export goods and loaded with Joint Committee's goods for another dock. (One entry only counted)	493
Entered light for internal work. (Estimated)	93

TILBURY LIGHTERAGE CRAFT—

Entered one dock empty for goods and entered another dock to discharge. (Each entry counted)	3,690
Entered light for internal work. (Estimated)	200
	13,687

Or say 10 per cent. of the total number.

The total tonnage of goods lightered into the various docks for 1899 for warehousing on the Joint Committee's account by Grey and the Tilbury Lighterage Company was 140,531, including the estimated weight of 29,569 packages carried at package rates.

The particulars for each dock are as under—	Tons.
London and St. Katharine	104,929
East and West India	28,169
Victoria and Albert	7,096
Tilbury	397
	140,531

Appendix. 16th Day. No. 35.

35.—TABLE showing PARTICULARS of some of the BARGES having a net 90 Tons and upwards which frequent the DOCKS of the LONDON AND DOCKS JOINT COMMITTEE.

(Compiled from the Register of Shipping and the Joint Committee's Returns.)

(Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5 05.)

Name of Barge.	Net Registered Tonnage.	Owner's Number.	OWNER.
Achilles	96	1,097	Union Lighterage Company, Limited.
Ajax	96	1,097	ditto.
Atlas	96	1,097	ditto.
Eagle	90	1,097	ditto.
Puma	90	1,097	ditto.
Wolf	90	1,097	ditto.
Leonard	90	1,097	ditto.
Amygdala	157	322	A. R. Edmonds & Co.
Erg on	157	322	ditto.
Nelson	126	1,663	Henry Covington.
St. Lawrence	114¾	1,021	F. A. Hughes.
Amazon	113½	1,021	ditto.
Edith	208	1,801	London and Tilbury Lighterage Company. NOTE.—A large fleet of barges belong to this company of 90 to 100 tons nett.
Elsie	208	1,801	ditto.
Nora	208	1,801	ditto.
Mary	208	1,801	ditto.
Constant	208	1,801	ditto.
Harry	102	593	D. Sheehan.
Juno	107	1,330	W. H. J. Alexander.
Mars	107	1,330	ditto.
Jupiter	107	1,330	ditto.
Venus	107	1,330	ditto.
Mercury	107	1,330	ditto.
Rebel	103	25	W. Cory & Sons. NOTE.—A large fleet of barges of 80 to 95 tons nett belong to this firm.
Eastern	111	1,942	A. B. Curtis & Co.
Western	111	1,942	ditto.
Cairo	95	1,942	ditto.
Man of Kent	134	273	J. Piper.
Devon	97	1,332	J. B. Whiting Brothers.
Longships	100½	1,701	Francis & Co., Limited.
Dondrahead	90	1,701	ditto.
Tay	94	1,663	H. Covington.
Buffalo	90	1,750	W. Wrightson & Son.
Shem	108½	517	A. H. Keep & Co.
Ham	123¾	517	ditto.
Wm. Varney	93	517	ditto.
Artillery	103	164	On hire to A. H. Keep & Co.
Superb	102	1,889	Union Wharves Company.
Sam	91	1,889	H. Beadle.
Millie	98	776	J. C. Higgs.
London	93	886	A. J. Walker.

Appendix. 16th Day. No. 36.

36.—TABLE showing the NUMBER, DESCRIPTION and TONNAGE of CRAFT using the PORT OF LONDON in 1796.

(*Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5605.*)

(Extracted from the Appendix to the Second Report (1799) from the Select Committee upon the Improvement of the Port of London, showing the number and tonnage of barges at that time.)

Appendix (D. 10.)

(Extract from Report 1796.)

The aggregate number of Craft in active service and navigation on the River may be taken thus—

Barges for timber	500	at 33 tons each.
Barges for coal	1,180	
Lighters	402	„ 39 „ „
Punts	338	„ 20 „ ,
Lugger boats	57	„ 24 „ „
Sloops	6	„ 27 „ „
Cutters	10	„ 71 „ „
Hoys	10	„ 58 „ „
Total Vessels	3,503	

Appendix (D. 11.)

(Extract from Report 1796, Appendix (S. s.).)

Admiralty Office, 16th April, 1876.

A return of the Number and Tonnage of all Lighters, Hoys, and Craft using the Port of London so far as the same can be prepared from documents in this office—

Number of Vessels.	Of what Description.	Amount of Tonnage.
2,596	Barges	85,103
402	Lighters	15,454
338	Punts	6,810
57	Boats	1,332
6	Sloops	161
10	Cutters	711
10	Hoys	585
3,419		110,156

N.B.—It does not appear by the returns made to this office in what trade the above craft are usually employed.

Appendix.

16th Day.
No. 37.

37.—Table of Freight

(Compiled by Messrs. Angier

(*Handed in by Mr. C. J. C. Scott*

Year.	China.		Japan.		Singapore and Penang.		Java and Sumatra		Manilla and other	
	Tea.		General.		——		——		Sugar.	
	Highest	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1869	—	—	—	—	—	—	—	—	67 6	60 -
1870	—	—	—	—	—	—	—	—	—	—
1871		—	—	—	—	—	Steamer. 100 - Sailing. 70 -	Steamer. 90 - Sailing. 65 -	—	—
1872	—	—	—	—	—	—	Steamer. 100 - Sailing. 72 6	Steamer. 92 6 Sailing. 65 -	—	—
1873	—	—	—	—	—	—	—	—	—	—
1874	—	—	—	—	—	—	—	—	—	—
1875	—	per 40 cubic ft. 60 -	—	—	—	—	—	—	—	—
1876	95 2	per 40 cubic ft. 60 -	100 -	80 -	100 -	80 -	—	—	80 -	80 -
1877	96 -	70 -	100 -	80 -	120 -	52 6	85 -	70	90 -	85 -
1878	90 -	55 -	80 -	75 -	100 -	50 -	—	—	—	—
1879	80 -	45 -	75 -	50 -	80 -	27 6	—	—	—	—
1880	88 -	50 -	75 -	60 -	90 -	30 -	75 -	67 6	—	—
1881	89 -	50 -	77 6	62 6	90 -	40 -	85 -	70 -	—	—
1882	75 -	37 6	67 6	62 6	80 -	40 -	75 -	50 -	—	—
1883	64 -	42 6	65 -	52 6	40 -	35 -	—	—	—	—
1884	64 -	45 -	50 -	40 -	50 -	27 6	50 -	35 -	—	—
1885	80 -	30 -	37 6	35 -	—	—	47 6	32 6	—	—
1886	85 -	40 cub. ft. 57 6	42 6	35 -	35 -	32 6	37 6	30 -	30 -	20 -
1887	80 -	20 -	38 9	33 9	37 6	37 7	37 6	27 6	40 -	20 -
1888	45 -	10 -	52 6	35 -	53 9	32 6	50 -	35 -	40 -	30 -
1889	80 -	25 -	57 6	35 -	40 -	30 -	52 6	42 6	D. 52 6	W.C. —
1890	40 -	25 -	36 3	30 -	37 6	D.W.C. 30 -	42 6	32 6	37 6	—
1891-2	—	—	—	—	—	—	—	—	—	—
1893	80 -	30 -	32 6	28 9	33 9	22 6	36 3	27 6	33 9	—
1894	70 -	35 -	30 -	30 -	30 -	25 -	35 -	32 6	32 6	—
1895	70 -	45 -	28 9	27 6	—	—	32 6	25 -	30 -	—
1896	47 6	31 6	26 3	26 3	—	—	28 9	20 -	26 3	—
1897	47 6	32 6	—	—	—	—	32 6	22 6	20 -	—
1898	52 6	32 6	—	—	—	—	37 6	27 6	42 6	—
1899	50 -	45 -	—	—	—	—	35 -	27 6	30 -	—

FLUCTUATIONS, 1869 to 1899.

Appendix.
16th Day.
No. 37.

Brothers, Freight Brokers.)

on the Sixteenth Day. See Question 5605.)

Philippine Islands.		Rangoon.		Calcutta.				Madras.	
Hemp.		Rice.		Jute.		General.		——	
Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
—	—	77 6	62 6	—	—	—	—	—	—
—	—	62 6 Steamer.	60 – Steamer.	—	—	— Steamer.	— Steamer.	—	
—	—	100 – Sailing. 80 – Steamer.	92 6 Sailing. 65 – Steamer.	—	—	100 0 Sailing. 72 6	90 0 Sailing. 72 6	—	—
—	—	97 6 Sailing. 80 – Steamer.	85 – Sailing. 65 – teamer.	90 –	90 –	—	—	—	
—	—	92 6 Sailing. 77 6	85 – Sailing. 75 –	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	87 0	72 6	—	—	—	—	—	—
—	—	80 –	62 –	—	—	80 –	75 –	—	—
—	—	76 –	70 –	42 6	42 6	75 –	65 –	—	—
—	—	60 –	40 –	—	—	65 –	35 –	—	—
—	—	56 3	40 –	70 –	55 –	70 –	62 6	—	—
—	—	70 –	52 6	—	—	70 –	55 –	55 –	55 –
—	—	65 –	56 3	—	—	67 6	57 6	60 –	55 –
—	—	60 –	51 –	—	—	60 –	32 6	52 6	50 –
—	—	55 –	45 –	—	—	53 9	37 6	52 6	42 6
—	—	—	—	42 6	27 6	37 6	25 –	50 –	35 –
50 –	42 6	46 3	30 –	37 6	32 6	40 –	25 –	50 –	37 6
65 –	40 –	38 –	27 6	33 9	27 6	32 6	22 6	37 6	32 6
87 6	52 6	—	—	35 –	27 6	32 6	25 –	36 3	32 6
95 –	65 –	42 6	30 –	60 –	30 –	50 –	25 –	37 6	35 –
—	35 –	50 –	30 –	45 –	30 –	42 6	27 6	47 6	30 –
—	31 3	40 –	27 6	36 3	22 6	35 –	22 6	35 –	30 –
—	—	—	—	—	—	—	—	—	—
—	28 3	30 –	22 6	30 –	20 –	22 6	17 6	27 6	25 –
—	28 9	33 9	26 3	32 6	22 6	30 –	20 –	32 6	28 6
—	22 6	30 –	21 3	30 –	18 6	25 –	12 6	27 6	21 3
—	18 9	25 6	12 6	22 6	12 6	16 3	7 6	25 –	18 9
—	17 6	28 9	15 –	32 6	15 –	22 6	12 6	17 6	15 –
—	25 –	40 –	23 9	31 6	22 6	35 –	20 –	28 9	27 6
—	28 9	33 9	22 6	31 3	25 0	27 6	20 –	28 9	27 –

Appendix.

16th Day. No. 37—continued.

37.—TABLE OF FREIGHT FLUCTUATIONS

Year.	Ceylon (Colombo.) Coffee.		Bombay. ——		Persian Gulf. ——		Patras. ——		Australia. Wheat.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1869	—	—	—	—	—	—	—	—	—	—
1870	—	—	—	—	—	—	—	—	—	—
1871	—	—	60 -	57 6	—	—	—	—	—	—
1872	—	—	40 cubic ft. 65 -	60 -	—	—	—	—	—	—
1873	—	—	60 -	52 6	—	—	40 -	27 6	70 -	70 -
1874	—	—	60 -	50 -	—	—	42 6	25	—	—
1875	—	—	55 -	40 -	—	—	32 6	20 -	—	—
1876	80 -	70 -	52 6	45 -	—	—	30 -	25 -	—	—
1877	—	—	47 6	35 -	—	—	25 -	22 6	—	—
1878	50 -	40 -	41 3	37 6	—	—	35 -	25 -	—	—
1879	65 -	42 6	37 6	25 -	—	—	45 -	27 6	—	—
1880	70 -	55 -	40 0	30 -	—	—	32 6	31 -	—	—
1881	65 -	60 -	40 -	37 -	—	—	32 6	20 6	—	—
1882	55 -	45 -	40 -	37 6	—	—	32 6	20 -	—	—
1883	50 -	45 -	39 9	26 3	—	—	32 6	15 -	67 -	60 -
			New Scale. Ton.	Ton.						
1884	45 -	37 6	30 -	16 3	35 -	35 -	40 -	20 -	—	—
1885	42 6	32 6	30 -	17 6	37 6	27 6	30 -	15 -	—	—
1886	32 6	30 -	26 3	15 -	30 -	28 9	17 6	12 6	—	—
1887	—	—	27 6	13 -	35 -	22 6	25 -	14 -	—	—
1888	—	—	28 9	13 9	30 -	20 -	30 -	15 -	—	—
1889	—	—	31 3	15 -	—	—	25 -	17 6	33 9	25 -
1890	—	—	27 6	13 9	—	—	20 -	16 -	37 6	27 6
1891-2	—	—	—	—	—	—	30 - 36 3	17 - 10 -	—	—
1893	—	—	30 -	13 -	—	—	30 -	12 6	33 9	21 3
1894	32 6	30 -	23 6	16 -	—	—	30 -	12 6	28 9	23 9
1895	—	—	18 6	11 6	—	—	22 -	10 -	27 6	22 6
1896	—	—	16 6	6 -	—	—	21 6	15 -	—	—
1897	—	—	18 6	8 -	—	—	20 -	12 6	—	—
1898	—	—	35 -	15 -	—	—	17 6	14 -	—	—
1899	—	—	19 3	14 -	—	—	28 6	16 -	33 9	32 6

1869 to 1899—*continued.*

Australia.				Black Sea.		North America.		San Francisco.	
Wool.		General.		Wheat.		Wheat.		Wheat.	
Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
—	—	—	—	45 -	37 6	8 6 per qr.	5 3	—	—
—	—	—	—	—	—	7 -	5 -	—	—
—	—	—	—	—	—	7 -	5 6	—	
—	—	—	—	—	—	9 -	5 6	100 -	65 -
—	—	—	—	52 6	30 -	11 6	7 0	95 -	60 -
—	—	—	—	40 -	25 -	10 -	5 6	—	—
—	—	—	—	42 6	27 6	9 6	7 -	—	—
—	—	—	—	50 -	27 6	7 6	6 3	—	—
—	—	—	—	—	—	8 -	5 6	—	—
—	—	—	—	45 -	25 0	7 3	5 6	—	—
Lowest. Per lb.	Highest. (sail.)								
⅜d.	½d.	—	—	32 6	21 -	6 9	5 0	—	—
⅝d.	1d.	—	—	25 -	20 -	6 6	4 6	—	—
½d.	¾d.	—	—	40 -	18 9	6 3	3 6	—	—
⅝d.	¾d.	—	—	27 6	20 -	6 3	4 -	—	—
⅜d.	⅝d.	—	—	23 9	16 -	5 10½	3 6	—	—
½d.	⅝d.	—	—	27 -	14 -	5 4½	2 6	30 -	27 6
—	—	—	—	30 -	9 -	5 0	2 3	40 -	28 9
Highest. Per lb.	Lowest. Per lb.								
1¼d.	½d. Str.	—	—	18 9	9 -	4 3	2 7½	40 -	22 6
¾d.	½d.	—	—	26 3	13 9	4 1½	1 6	31 3	25 -
1d.	½d.	—	—	37 6	14 -	5 6	2 -	40 -	22 6
1⅛d.	⅝d.	—	—	26 3	15 -	5 6	3 3	40 -	27 6
1d.	⅝d.	—	—	22 6	12 -	5 4½	2 3	46 3	32 6
—	—	—	—	—	—	—	—	—	—
—	—	35 - 40 cubic ft.	27 6	15 -	7 6	3 7½	2 -	35 -	16 3
—	—	32 6	28 9	14 -	9 6	3 9	2 6	28 9	23 9
—	—	31 3	27 6	13 3	7 -	3 6	2 6	37 6	25 -
—	—	25 -	20 -	20 -	6 -	4 9	2 6	31 3	18 9
—	—	27 6	22 6	13 -	7 6	4 4½	2 1½	35 -	16 3
—	—	36 3	32 6	15 -	8 1½	5 3	2 1½	31 3	18 9
—	—	37 6	36 3	13 3	7 9	4 -	2 4	40 -	22 6

Appendix. 16th Day. No. 38.

38.—STATEMENT of CHARGES LEVIABLE at certain PORTS to which PARLIAMENT has given powers of CHARGING TONNAGE DUES on LIGHTERS and CRAFT, and on the GOODS carried therein.

(Handed in by Mr. C. J. C. Scott on the Sixteenth Day. See Question 5605.)

INTRODUCTORY REMARKS.

In the tables of tonnage rates chargeable under the London Dock Acts, as in those applicable to other ports, no distinction is at present made between lighters and other vessels; but the Port of London is almost unique in being saddled with a clause by which lighters (and the goods they carry) are exempted from all dock charges when *bonâ fide* engaged in loading or unloading from a vessel lying in the docks.

Owing to the existence and wide scope of this clause, the practice (elsewhere almost unknown) of overside delivery into lighters, barges, and other craft has steadily grown in the Port of London until it has now reached such enormous proportions as to have become an almost intolerable tax on the resources of the London Dock Companies. It is calculated that of the total outturn of goods in the London docks nearly three-quarters go overside into craft, and are therefore exempt from all charges; while the tonnage of craft entering and leaving the docks for which the Joint Committee provide accommodation gratis is estimated at nearly 9,000,000 tons in the course of a year. This state of things the Joint Committee in their late Bill asked Parliament to remedy by giving them power to impose a maximum rate of 4d. per ton on lighters using the docks and 1s. 6d. per ton on the goods carried therein, certain classes of goods being chargeable at a maximum rate of only 1s. per ton.

As regards the proposed maximum charges on lighters hitherto exempted the 4d. per ton compares very favourably with the 9d. per ton coasting rate charged in London on lighters which do not fall within the exemption clause, and also with the rates chargeable on lighters at other Ports: thus at King's Lynn these are as much as 1s. and 1s. 6d. per ton. It must also be remembered that at most other Ports there are harbour and other additional rates to be paid while in London vessels using the Docks would not be subject to any charges other than the 4d. per ton above mentioned.

There are it is true partial exemptions in favour of lighters (though not of the goods they carry) in the case of one or two of the Ports referred to in the following statement, but these are nowhere half so wide as in London. Here not only are the lighters exempt from dues themselves but the goods they carry are also exempt under the circumstances above mentioned. Comparing with this for example the exemption in force at Liverpool; there only the lighter is exempt, and then only when carrying goods to and fro within the river Mersey and inland canals communicating with the river and not always even then; moreover the goods carried in such lighter are always chargeable if brought into the dock. It must also be borne in mind that the lighterage trade carried on at the London Docks comprises some steam and many sailing barges.

With regard to the comparative table of charges on goods, schedules drawn up with a view to charging goods shipped overside must of necessity follow a different and simpler system than schedules applicable to goods which are landed and sorted. The schedules annexed to the Joint Committee's late Bill created uniform charges of a moderate amount applicable to the goods which are mostly dealt with in the Port of London by the process of overside delivery. No attempt was made to put a fancy charge on those special kinds of goods which are assessed at a high figure at other Ports.

In the annexed table, where no basis of measurement is indicated, the sum named is the charge per ton. Where the exact equivalent cannot be found to the class of goods in the Joint Committee's schedule, the nearest approach possible is made in many cases. At the top of each column will be found a reference to the Act and schedule from which the figures are taken. As a general rule, these Acts provide that goods not mentioned in the schedules shall be chargeable with the same dues as goods mentioned which are of a similar nature, package and quality.

The Ports comprised in this table have been picked out indiscriminately and several of them are coal ports. It will be seen that these afford instances of powers similar to those sought by the Joint Committee, but it need hardly be said that the charges applicable to this particular trade are subject to a different principle of assessment from that applicable to other goods; the scale of charges is not therefore drawn up on the same footing in the case of a port almost exclusively devoted to the coal trade.

CHARGES ON LIGHTERS.

N.B.—Where "lighters" "barges" or "craft" are not expressly mentioned in this Statement they are included in the word "vessel," either by the definition clause of the particular Act, or by the incorporation of section 3 of the Harbours, Docks and Piers Clauses Act, 1847.

Name of Port.	The Act or Acts authorising Charges on Lighters.	Statutory Powers of levying Dues on Lighters and Craft.
Barrow Dock and Harbour.	Furness Railway and Barrow Harbour Act 1863, 26 and 27 Vic. lxxxix.	Section 31 and Schedules A and B. Every vessel entering the docks at this port is liable to both the harbour and dock rates set out below— Vessels of not more than 85 tons register from any place in England or Wales between St. Bees Head and the Point of Air, per register ton - - - - - - - - Harbour Rate. 1½d. Dock Rate. 1½d. Vessels from 85 to 150 tons - - 2d. 2d Vessels of more than 150 - - - 3d. 3d. Vessels from any other places in the United Kingdom including the Channel Islands and Isle of Man per register ton - - - - - 6d. 6d. Vesssels from any other port or place - - - - - 1s. 1s.
Belfast Port and Harbour.	10 and 11 Vic. Cap. lii.	Sections 73, 74, 75, 76 and 82. Every vessel entering the docks is liable to both harbour and dock rates. Vessels using or entering the harbour. (i.) From ports outside the United Kingdom per ton burden - - 1s 0d. (ii.) From ports within the United Kingdom per ton burden - - - 0s. 9d. In addition— All vessels using or entering any dock or docks per ton registered burden - 0s. 8d. Exemption—Secs. 75, 76 and 82— Lighters, boats and other vessels under 15 tons are exempted from tonnage rates (sec. 74). Vessels or lighters coming inland by the River Lagan and discharging cargo on the river banks above Queen's Bridge except between certain points are exempt from all rates tolls and duties (sec. 76). Vessels shipping or discharging goods on any part of the shores of Belfast or Carrickfergus Lock between certain specified points, provided they do not use certain channels cuts and quays are exempt from all dues and rates (sec. 82).

Appendix.

16th Day. No. 38—continued.

Name of Port	The Act or Acts authorising Charges on Lighters.	Statutory Powers of levying Dues on Lighters and Craft.
		I.—Harbour and City Docks.
Bristol Docks and Harbour.	6 Geo. IV. cap. cci.	Section 2 and schedule B. Under this Act "Vessels coming westward of the Holms" are chargeable as follows— 60 tons and under 100 tons - - 5s. 0d. 100 „ „ 150 „ - 10s. 0d. 150 „ „ 200 „ - - 15s. 0d. 200 „ „ 250 „ - 30s. 0d. 250 „ upwards - - - 40s. 0d.
	1. Vic. cap. lxxxv.	By section 49 and schedule of this Act the following additional dues are chargeable— All vessels arriving at the quay and back of Bristol, the banks of the River Avon . . . . and every part of the floating harbour within the city and county of Bristol— (i.) Above 60 tons burden (except boats, trows and barges) - - - - - 5s. 0d. (ii.) Below 60 tons burden (except as aforesaid) - - - - - - - 2s. 6d. (iii.) For every boat, trow or barge - 0s. 4d.
	The Bristol Dock Act 1848, 11 and 12 Vic. and cap. xliii.	By section 16 of this Act the dues set forth in the two preceding Acts are made payable on vessels "arrivin at the portion of the docks by this Act made parcel of the port of Bristol" as also are the dues for wharfage, tonnage &c.
		II.—Avonmouth Docks.
	The Bristol Port and Channel Dock Act, 1864. 27 and 28 Vic. cap. ccxli.	Section 38 and 40 and Schedule A. All vessels entering the Avonmouth Dock (constructed under this Act) are chargeable with the following rates— (1) Sailing vessels from foreign ports, including Guernsey and Jersey, per ton - 1s. 6d (2.) All vessels trading from any other port in the United Kingdom other than ports East of Lundy Island, and whether with or without cargo - per ton 9d. (3.) All such vessels from ports east of Lundy Island - - - - - per ton 6d. (4.) All sailing vessels in ballast other than vessels passing down the Avon from Bristol - - - - - per ton 9d. (5.) All sailing vessels passing down the Avon and entering the dock or basin per ton 6d.
		III.—Portishead Docks.
	Portishead Docks Act 1871, 34 and 35 Vic. cap. cxlii.	Sections 19 to 21 and Schedule A. Tonnage dues without any exception in favour of lighters are also chargeable on all vessels using this system of docks, the rates being the same as those under the preceding Act for the Avonmouth Docks.
	Bristol Dock Act 1884, 47 and 48 Vic. cap. cclv.	By section 32 of this Act vessels using more than one of the three systems above referred to—namely, the Port Harbour and City Docks (whose charges are comprised in the first three Bristol Acts), the Avonmouth Docks or the Portishead Docks, are only to be charged one set of dues.

Name of Port.	The Act or Acts authorising Charges on Lighters.	Statutory Powers of levying Dues on Lighters and Craft.
Cardiff (Bute) Docks	Bute Docks Act 1865, 28 and 29 Vic. cap. cccxxv.	Section 57 and second schedule. Vessels entering or using these docks are chargeable as follows :— All vessels from or to any port in the United Kingdom, Isle of Man or Channel Islands, under 100 tons register - per register ton 0½d. 100 tons or under 200 tons register per register ton 2d. 200 tons register or upwards (except steam vessels) - - - - per register ton 3d. By the Acts of 1874 and 1882 these charges were confirmed.
Clyde Navigation and Harbour of Glasgow.	The Clyde Navigation Consolidation Act 1858, 21 and 22 Vic. cap. clxix.	Section 97 and Schedule G. and section 28 of the Act of 1868. All vessels entering the docks or tidal basins are liable to both harbour and dock rates.

	Harbour Rates.		Dock Rates.	
	Inwards.	Outwards.	Inwards.	Outwards.
(1.) All vessels from or to any place in the United Kingdom, per register ton -	1½d.	1½d.	6d.	6d.
(2.) All vessels from or to any place in the United Kingdom, per register ton -	4d.	4d.	6d.	6d.

	Clyde Navigation Amendment Act 1868, 31 and 32 Vic. cap. cx. xiv.	Section 28.—The trustees may remit the whole of the rate of 6d. per ton register, leviable under the above Act on vessels entering or departing from any of the tidal basins when constructed, or may in their discretion levy on such vessel entering or departing from the tidal basins and not entering any of the wet docks such rates not exceeding 3d. per register ton in addition to the harbour rates as they think fit.
Hartlepool, West Hartlepool, Middlesborough and Jarrow (Tyne) Docks.	The North-Eastern Railway Company's (Additional Powers) Act 1874, 37 and 38 Vic. cap. cxxxiv.	Section 22 and Schedule B. For keels, lighters or other river craft entering or leaving the docks for the purpose of loading or discharging mineral or merchandise when carrying 50 tons or less, each way - - - 1s. When carrying more, for every ton beyond 50 tons in addition, per ton - - - 1d. In addition to these dock dues, the River Tyne and River Tees Commissioners levy dues on all goods carried in these craft. And the Hartlepool Port and Harbour Commissioners charge such vessels 1s. 4d. and 1d. per registered ton.
King's Lynn Docks -	The King's Lynn Dock Act 1869, 32 and 33 Vic. cap. xl.	Section 27. For every vessel (other than steam vessels) using or entering the docks, or lying therein or departing therefrom per registered ton 1s. 0d. For every steam vessel, per registered ton - 1s. 6d.
	King's Lynn Dock Act 1877.	Section 6. For every vessel using the Alexandra Dock, per registered ton - - - - - - 1s. 6d.

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continued.

Name of Port.	The Act or Acts Authorising Charges on Lighters.	Statutory Powers of levying Dues on Lighters and Craft.
Leith Harbour and Docks.	The Leith Harbour and Docks Act 1892, 55 and 56 Vic. cap. clxxvii.	Section 58, Schedule B and Schedule C, Section 6 and 24. "Every ship, vessel, bark, boat or lighter coming into or going out of the harbour or docks or precincts of the port" is liable to the following dues up to a maximum of 12s. per ton per year— From the Baltic and the Sound South of Copenhagen from Onega, Archangel, Jersey or Guernsey, France and Spain without the Straits of Gibraltar and from Portugal, Madeira, Western Islands and Newfoundland: First eight voyages in the year per ton. Subsequent voyages per ton. (first five voyages) 7d. (next three voyages) 3d. 2d From Norway, Sweden, Denmark, Holstein, Bremen, Hamburg, Holland, and Flanders, i.e., without the Baltic and no further south than Dunkirk - - 5d. 2d. From ports in Great Britain and Ireland (except in case of steam vessels from Firth of Forth between Anstruther and North Berwick) and from ports between Buchanness and Evemouth ness and Evemouth including Firth of Forth Great Canal and River Clyde down to Greenock - - - 2d. 2d. But lighters with goods from vessels in Leith Roads if such vessels themselves become liable for tonnage rates, are exempt from tonnage (though the goods are not) but are charged 2d. a ton on each trip, if such vessels do not become liable for the rates.
Liverpool and Birkenhead Docks and the Port and Harbour of Liverpool.	The Mersey Docks Consolidation Act, 1858, 21 and 22 Vic. cap xcii.	Section 230. Schedule B and Section 268. All vessels entering or leaving the docks are liable to tonnage rates according to the class of voyage undertaken thus— Dock Dues and Lighthouse Dues and Floating Dues. Class 1. Between St. David's Head and Carlisle including Anglesey - per ton 3¾d. Between Carlisle and the Mull of Galloway including Isle of Man per ton 4½d Class 2. Between the Mull of Galloway ond Duncan's Bay Head, and between St. David's Head and the Land's End - per ton 6¼d. Class 3. All the east and south coasts of Great Britain between Duncan's Bay Head and Land's End and all parts of the west coast of Ireland - per ton 8½d.

Name of Port.	The Act or Acts authorising Charges on Lighters.	Statutory Powers of levying Dues on Lighters and Craft.
Liverpool and Birkenhead Docks and the Port and Harbour of Liverpool —*continued.*		Class 4. All parts of Europe north of Cape Finisterre, and west of the North Cape, and without the Cattegat and Baltic Sea, including the Channel Islands - per ton 1s. 3d. and increasing charges on other class up to - - per ton 3s. 4d. But these dock rates are not chargeable on "any lighters or other vessels conveying any goods to or from any ports or places situate within the extent and limits of the River Mersey or from or to any inland canal or inland navigable river communicating with the said River Mersey or with Liverpool or Birkenhead. See however Section 25 of the Manchester Ship Canal Act, 1894, set out below.
	The Mersy Docks Acts, 1874, 37 and 38 Vic. cap. xxx.	In addition by Section 3 of the Act of 1874 and the schedule thereto. Harbour rates are also leviable on all vessels which shall go into or come out of the Port of Liverpool and which shall not enter the docks. These rates range from ¾d. to 4d. per register ton. N.B.—There is no exemption from these rates. Also—All vessels entering the Port of Liverpool (except vessels proceeding up the river beyond an imaginary straight line from East Ham Ferry to Garston without discharging or loading passengers or material of any description or using any docks, quays, landing stages or works of the Board for any purpose whatever) are liable to *anchorage dues.* s. d. On vessels coastwise - - each 1 0 „ „ from foreign ports - „ 1 3
	The Manchester Ship Canal Act, 1894, 57 and 58 Vic. cap. clxix.	By Section 25 it is provided That the exemption conferred on certain lighters by Section 268 of the Act of 1858 (set out above) shall not extend to lighters carrying goods between the Board's quays, &c. and the Port of Manchester which goods have been or will be imported or exported from Manchester.
The Alexandra Dock Newport.	The Alexandra (Newport) Dock Act 1865. 28 and 29 Vic. cap. ccclxxvii.	Sections 71, 72 and Schedule A classes 1, 2, 3 and 5. The Company may demand and receive for every vessel entering the dock, for every register ton, a sum not exceeding the rates set out below. Class 1. On all sailing or steam vessels entering with cargoes, and departing with cargoes for any port in the United Kingdom the following rates viz.— Under 100 tons - - - per ton 1½d. 100 tons and upwards - - „ „ 2d. Class 2. On all such vessels departing for any port of Europe except places within Straits of Gibraltar „ „ 5d. Class 3. On all sailing or steam vessels entering in ballast and departing with cargo or *vice versa* under 100 tons, 100 tons and under 150 and over 150 tons respectively. - - - - - - „ „ 5d., 6d. & 7d. Class 5. On every ship or vessel which shall have departed from the dock with a cargo or any part of such cargo laden therein and shall re-enter the said dock with the same cargo or part thereof - „ „ 3d On all sailing or steam vessels entering and departing in ballast „ „ 3d On all sailing or steam vessels entering and departing laden with the same cargo - - - - - „ „ 6d.

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Name of Port	The Act or Acts authorising Charges on Lighters.	Statutory Powers of levying Dues on Lighters and Craft.
Penarth Habour and Dock.	The Penarth Harbour, Dock and Railway Act 1857, 20 and 21 Vic. cap. lxix.	Section 33 and Schedule A. All vessels entering and leaving the dock or basin are chargeable with tonnage rates as follows: For every steam vessel - - - per ton 8d. For every other vessel: (1) With cargo from or for any port in the United Kingdom, Isle of Man or Channel Islands - - - - - „ „ 4d. (2) With cargo from or for any port in Europe between the North Cape and Cape Finisterre - - - - - - „ „ 5d. (3) Entering or leaving the dock light or in ballast - - „ „ 4d. (4) Entering laden and departing without breaking bulk - „ „ 6d. In addition steam or sailing vessels of less than 200 tons remaining for more than 10 days, and of over 200 tons and less than 400 remaining for more than 14 days are liable to rent, for the first week - „ „ 1d. for the second week - - - „ „ 1½d &c. All vessels not entering the dock or basin but landing or receiving passengers or goods at any pier or jetty constructed under this Act - „ „ 4d.
	I.—The Docks.	
Southampton Docks.	Southampton Dock Act 1871. 34 and 35 Vic. cap. cxxx.	Sections 48, 49, 51, and Schedule A. Every vessel entering or leaving any part of the docks, basins or cuts, or lying therein, is liable to the following dues, but a lower rate may be taken in respect of vessels not exceeding 250 tons, and also in respect of vessels of whatever tonnage trading between the Port of Southampton and the Isle of Man, or the Channel Islands or any French Port in the English Channel. Vessels from any Port in the United Kingdon, Channel Islands or European ports outside the Baltic between the North Cape and Ushant with liberty to reload for any port - per ton 6d. If with part of a cargo, or for every ton of goods delivered - - - - - - - 6d. Vessels loading for any of the above ports, not having discharged their cargoes in the dock per ton 6d. Vessels entering or loading from or for any other port - - - - - per ton 9d. In addition rent is payable in all cases after one, three or five weeks - - - per ton 1d. Exception. Vessels from any port in the United Kingdom which land one-third or more of their cargoes will be admitted into docks free of dues with liberty to remain 24 hours after their final discharge. Rent after the expiration of that period per ton per week - - - - - - - - - 1d. Should the vessel load outwards the usual tonnage rates according to destination to be charged. Note to the schedule in the Act— Vessels which discharge the whole or the greater part of their cargoes into lighters will be subject to such rates as shall be agreed upon between the shipowners and the Company.

Name of Port.	The Act or Acts authorising Charges on Lighters.	Statutory Powers of levying Dues on Lighters and Craft.
		II.—THE HARBOUR.
Southampton Port and Harbour.	Southampton Harbour Act 1887, 50 Vic. sess. 2, cap. lii. sections 6 and 7, Schedule B.	These rates are additional to the dock rates authorised under the Dock Act set out above. All ships or vessels coming into or going out of the port are liable to tonnage dues of 2d. per ton for each voyage, except colliers, coasters, and short traders which are allowed to compound at 1s. per ton per annum. Ships or vessels coming to or anchoring at certain named places, but not if they use the Board's moorings in the River Itchen, or at Marchwood, are exempted from the above tonnage dues of 2d. per ton, but not from the next following due which is payable in addition. Boomage duty to be paid by all ships or vessels coming into or going out of the port, viz. :— Not exceeding 50 tons - - - - 1s. 6d. Above 50 tons but not exceeding 100 tons - - - - - - - 2s. 6d. Above 100 tons - - - - - 5s. 0d.
Swansea Docks and Harbour	Swansea Dock Act 1847, 10 and 11 Vic. cap. cxxiii. Sec 37 and Schedule A.	All vessels entering or using any of the docks constructed under these Acts are liable to both dock and harbour rates, the dock rates in the schedules to the Acts of 1847 and 1874 being the same. I.—DOCK RATES UNDER THE ACTS OF 1847 AND 1874.
	Swansea Harbour Act 1854, 17 and 18 Vict. cap. cxxvi. Sec. 125 and Schedule A.	For every ship cleared from any port in the United Kingdom or the Isle of Man - - - - - - - per ton 2d. For every ship clearing for any port in Europe or in the British possessions or in the United States - - - „ „ 2d. For every ship with a cargo from any port in the United Kingdom or the Isle of Man - - - - - - „ „ 2d.
	Swansea Harbour Act 1874, 37 and 38 Vict. cap. civ. Sects. 36, 38, 39, and Schedule A.	For every ship with a cargo from any port or place in Europe between Ushant and the Naze in Norway, except the ports in the Baltic or from any port in the Islands of Guernsey and Jersey - - - „ „ 4d II.—HARBOUR RATES UNDER THE ACT OF 1854. These are additional to the dock rates above set out. For every vessel bound from and to any port or place in the United Kingdom or the Isle of Man— Under 150 tons - - - - per ton 4d. 150 tons and under 250 tons - - „ „ 5½d. 250 tons and under 350 tons - - „ , d. 350 tons and upwards - - - „ „ 8½d. For every vessel bound to or from any port or place in Europe or any port or place with within the Straits of Girbraltar— Under 100 tons - - - - „ „ 4d. 100 tons and under 150 tons - - „ „ 6d. 250 tons and under 350 tons - - „ „ 7½d. 350 tons and upwards - - - „ „ 9d.

Appendix.
16th Day, No. 39.

39.—TABLE of the Existing Rates chargeable at

(Handed in by Mr. C. J. C. Scott

(A.) On which the Joint Committee propose to

Description of Goods.	The Joint Committee's proposed maximum rate per ton and so in proportion for any less quantity than a ton.	Barrow. 26 & 27 Vict. c. lxxxix., Schedules C. and D.		Belfast. 10 & 11 Vict. c. iii., Schedule B.	Bristol. 27 & 28 Vict. c. ccxli., Inwards.	
		From Foreign Ports.	Coastwise.		Beyond the Seas.	Coastwise.
	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per package. s. d.	Per ton. s. d.	Per ton. s. d.
Arrowroot	1 6	1 –	– 6	– 4	5 –	2 6
Bark (medicinal)	1 6	Peruvian. 1 2	– 7	Per bale. – 4	1 3	– 8
Canes	1 6	Canes and rattans. (packed) 1 2 (loose) 1 4	– 7 – 8	Per bale. – 4	—	—
Carpets	1 6	1 –	– 6	Per bale. – 6	—	—
Cigars	1 6	1 6	– 9	Per case. – 6	—	—
Cocoa	1 6	1 –	– 6	Per chest. – 4	2 6	1 3
Coffee	1 6	1 –	– 6	1 –	2 6	1 3
Coir	1 6	1 –	– 6	—	—	—
Cotton	1 6	1 –	– 6	Per bale. – 4	– 6	Per – 3
Cork, corks and cork shavings.	1 6	Cork wood. 1 2 Corks and bungs. 1 4	– 7 – 8	Cork wood, 5s. Corks per basket, 2d.	2 6	1 3
Curios	1 6	—	–	—	—	
Cutch	1 6	– 10	– 5	—	—	
Drugs	1 6	1 2	– 7	2	—	—
Essential oils	1 6	Pine and palm oil. – 10 Castor oil. 1 2	– 5 – 7	Castor per hogshead. 1 –	—	2s. to 3s. 6d. from beyond so on in
Feathers	1 6	1 6	– 9	Per bale, 9d.	—	—
Fruit (dried)	1 6	Figs and raisins. 1 –	– 6	2 –	3 4	1 8

Out-Ports on Goods not landed on the Quay.

on the Sixteenth Day. See Question 5605.)

charge a Maximum Rate of 1s. 6d. per Ton.

Bristol.		Cardiff (Bute).	Glasgow.		Tyne, Hartlepool and Middlesboro.	King's Lynn.
Schedule B. and s. 43.		28 & 29 Vict. c. cccxxv. The Third Schedule.	21 & 22 Vict. c. clxix., Schedule H., Parts I. and II.		37 & 38 Vict. c. cxxxiv., s. 22, and Schedule C.	37 & 38 Vict. c. lxxxviii. Schedule A.
Outwards.						
Beyond the Seas.	Coastwise.		Beyond the Seas.	Coastwise.		
Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton.	Per ton. s. d.
2 6	1 8	—	—	—	The authorities have also discretion to charge 6d. a ton of 40 cubic feet. Every package of smaller weight than a ton is, however chargeable as a ton weight.	—
- 8	- 4	—	2 -	1 6		—
—	—	—	—	—		—
—	—	—	—	—		—
—	—	—	—	—		—
1 3	- 8	—	—	—		—
1 3	- 8	1 -	2 -	1 6		1 8
—	—	—	Wire. 2 -	1 6		—
bale. - 3	- 1½	Per bale. - 6	2 -	1 6		—
1 3	- 8	1 8	Cork wood. 2 -	1 6		—
—	—	—	—	—		—
—	—	—	—	—		—
—	—	Per box. Over cwt., 2d. Under cwt., 1d.	2 -	1 6		—
per ton inwards seas, and proportion.	—	1 -	Oil. 2 -	1 6		—
—	-	5 -	2 -	1 6		5 -
1 8	- 10	—	Fruits 2 -	1 6		1 -

Appendix.

15th Day, No. 39—continued.

39.—TABLE of the Existing Rates chargeable at

(A.) On which the Joint Committee propose to

Description of Goods.	Leith.	Liverpool.			
		21 & 22 Vict. c. xcii., s. 234, Schedule C.			
		Inwards.		Outwards.	
	55 & 56 Vict. c. clxxvii., Schedule A.	Beyond the Seas.	Coastwise.	Beyond the Seas.	Coastwise.
	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.
Arrowroot	1 –	5 –	2 6	1 8	– 10
			Medicinal, various kinds.		
Bark (medicinal)	– 6	10 –	5 –	3 4	1 8
	Extract of – 8				
			Per package, reeds or sticks.		
Canes	– 8	– 6	– 3	– 3	– 1½
	Walking sticks. 1 6				
			Per package.		
Carpets	1	1	– 6	0 6	– 3
			Per piece.		
		– 1	– –½	—	– –½
Cigars	1 6	3 9	1	1 8	– 10
Cocoa	8	2 –	1 –	– 8	– 4
			Cocoa paste.		
		5 –	—	2 6	
Coffee	– 8	2 –	1 –	– 8	– 4
	Essence of 1 –				
Coir	– 8	2 –	1 –	– 8	– 4
	(wire rope)				
			Per bale according to place from which it comes.		
Cotton	6d., 8d., and 1s.	4d. to 1s. 2d.	2d. to 6d.	—	–
Cork, corks and cork shavings.	6d., 8d., and 1s.	2 –	1 –	– 8	– 4
			Per package.		
Curios	—	– 6	– 3	– 2	– 1
Cutch	– 8	1 6	– 9	– 6	3
Drugs	1 6	5 –	2 6	1 8	– 10
			Essences per package.		
Essential oils	6d., 8d., and 1s. d	– 6	– 3	– 2	– 1
			(See oils).		
Feathers	1 6	10 –	5 0	3 4	1 8
			Ostrich.		
		44 10	22 5	14 11	5
			Per package.		
Fruit (dried)	– 8	– 3	1½	– 1	– –½

Out-Ports on Goods not Landed on the Quay—*continued.*

charge a Maximum Rate of 1*s.* 6*d.* per Ton—*continued.*

Newport.	Penarth.	Southampton.		Swansea Harbour.	Swansea Docks
28 & 29 Vict. c. cclxxvii., s. 75, and Schedule C.	20 & 21 Vict. c. lxix., s. 34, Schedule B.	34 & 35 Vict. c. cxxx., s. 55, and Schedules D. and E.		17 & 18 Vict. c. cxxvi., Schedule B., and ss. 126 and 127.	10 & 11 Vict. c. cxxiii., s. 39, Schedule B., 37 & 38 Vic., c. civ., s. 41, and Schedule B.
		Imports.	Exports.		
		Landing Rate.	Wharfage and Shipping Rate.		
Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.
—	—	7 6	—	5 -	1 8
		Jesuit or Peruvian.		10 -	3 4
—	—	£1	—		
		Cascarilla.			
		15 -	—		
		Common rattan. Per 1,000.		Common rattan per 1,200. - 4	Common rattan per 1000. - 3
—	—	1 6	1 -	Ground rattan per 1,200. 1 -	Ground rattan or walking sticks per 1,000. - 9
		Split rattans.		Cane or reeds per bundle. - 6	
		10 -			
		Ground do., per 1,000.			
		3 -	—		
		Reeds, per 100 bundles.			
		6 3 and 12 6	—		
		Bamboo, Jumbo and Wanghees, per 1,000.			
		5 -	—		
		Per bale.			
—	—	2 -	—	—	—
		Per chest of 500 to 600 lbs.		6d. per 100 lbs. or 11s. 2½d. a ton.	6 8
—	—	8 -	—		
		10 -	—		
		300 to 400 lbs.			
		4 -	—		
		5 -	—		
		200 to 300 lbs.			
		2 9	—		
		3 9	—		
—	—	10 -	—	2	1 -
		Per ton.			
1 -	1 -	10 -	—	1 8	1 -
		Per bale of 5 cwt.			
		—	1 -		
		Per bale 3½ to 5 cwt.			
		—	- 8		
		Per bale under 3½ cwt.			
		—	- 6		
		Per small bag.			
		—	- 4		
—	—	Unwrought, 3s. Rope, 6s. 3d. Yarn, 5s.	Iron, brass, or copper wire, 5s.	Rough, 6d. Rope, 1s. Yarn, 1s.	Rough, 6d. Rope, 1s. Yarn, 1s.
Per bale. - 6	Per bale. 1 -	Yarn or thread, 8s. 9d.	Cotton wool, per bale, 1s.	In the seed or unginned cotton, 1s. 10½d. Twist thread and yarn, 6s. 8d. Waste, 5s. 0d. Cotton wool, 5s. 6d.	Cotton wool, 1s.
Cork wood, 1s. Corks, 1s 8d.	Cork wood, 1s. Corks per bag, 1d.	Cork, 6s. Corks, £2.	4 -	Cork, 2s. Corks per bag, 4d. Per package.	1 -
—	—	—	—	6	—
—	—	—	—		—
Per hamper, 2d. Under cwt., 1d.	Per hamper, 2d.	15 -	Not specially charged, 1s. per chest (2½ to 5 cwt.).	10 -	3 4 where not specially charged.
Oil. 1s. per ton.	Oil. Per pipe, 6d.	Various, 3s. 6d. to 30s.	Oil per ton, 3s. 6d.	Varying 2d. to 6d. per 36 gallons.	Castor, 1s. 9d. Essences per package, 6d. Other oils at various rates.
5 -		Bed, 17s. 1d. per ton. Ostrich, 1s. 6d. per package. Vulture, £2 per ton.	—	Bed., 10s. Ostrich and other feathers, 22s. 6d.	Bed, 3s. 4d. Ostrich, 6s. 8d.
Above 15 cwt., 9d. per butt.	Above 15 cwt., 9d. per butt.	Varies according to fruit. Figs, for instance, £1 per ton.	—	Various according to fruit. 1s. 8d. to 5s.	Currants, 1s.; Dates, 1s. 8d.; Figs, 1s.; Raisins in casks, 10d.

Appendix.

16th Day, No. 39 continued.

39.—TABLE of the Existing Rates chargeable at

(A) On which the Joint Committee propose to

Description of Goods.	The Joint Committee's proposed maximum rate per ton and so in proportion for any less quantity than a ton.	Barrow.		Belfast.	Bristol	
		26 & 27 Vict. c. lxxxix., Schedules C. and D.		10 & 11 Vict. c. lii., Schedule B.	27 & 28 Vict. c. ccxli., Inwards	
		From Foreign Ports.	Coastwise.		Beyond the Seas.	Coastwise.
	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per package. s. d.	Per ton. s. d.	Per ton. s. d.
Glass	1 6	Stained plate and shade. 1 6	– 9	Per hogshead. – 6 Bottles per basket. – 2	– 4	Glass per 2
Gums	1 6	1 –	– 6	British, 6d. Foreign, 1s.	5 –	2 6
Gutta percha	1 6	1 –	– 6	—	—	—
Hides, skins, and leather	1 6	1 2	– 7	Cow or ox, ¼d each. Kips, ⅛d. each.	4 2	2 6
India rubber	1 6	1 2	– 7	—	—	—
Indigo	1 6	1 2	– 7	Per bag, 3d.	13 4	6 8
		Extract of. 1 4	– 8	Per chest, 6d.		
Ivory	1 6	1 6	– 9	Per case, 6d.	—	—
Meat	1 6	Fresh. 1 4	– 8	(Coarse) per hogshead, 3d.	—	Beef and tierce or
		Preserved. 1 2	– 7		– 2	– 1 Bacon
					2 –	1 –
Oils	1 6	10d., 1s., 1s. 2d. 1 4	5d., 6d., 7d., 8d.,	Per puncheon, 6d.	—	Rape and oils, 2s. 8d. Salad per
Pepper	1 6	1 2	– 7	Per barrel, 4d.	3 4	1 8
Piassava	1 6	1 –	– 6	—	1 6	– 9
Quicksilver	1 6	1 4	– 8	Per bottle, 1d.	—	—
Shells	1 6	Shellac and Pearls. 1s. 2d., 1s.	7d., 6d.	Per package, 4d.	—	—
Silk	1 6	1 6	– 9	Per package, 8d.	—	—
Spices	1 6	—	—	Per pack, 6d.	—	—
Spirits	1 6	1 4	– 8	(Whiskey) per puncheon, 4d.	2 9	Brandy and gin 1 5
					2 –	Rum per 1 –
Straw plait	1 6	1 4	– 8	Per bundle, 2d.	—	—
Tallow	1 6	– 10	– 5	Per hogshead, 8d.	2 9	1 5
Tea	1 6	1 2	– 7	Per chest, 6d.	7 4	3 8
Tobacco	1 6	Manufactured. 1 2	– 7	Per hogshead, 8d.	Unmanufactured. 2 6	1 3
					Manufactured. 5 –	2 6
Turmeric	1 6	1 –	– 6	– 6	2 –	1 –
Wines	1 6	1s. 4d. & 1s. 2d.	8d. and 7d.	Per pipe, 6d.	2 9	Per 1 5
Wool	1 6	1 –	– 6	Per bale, 3d.	3 –	1 6

Out-Ports on Goods not landed on the Quay—*continued.*

charge a Maximum Rate of 1s. 6d. per Ton— *continued.*

Bristol.		Cardiff (Bute).	Glasgow.		Tyne, Hartlepool and Middlesboro.	King's Lynn.
Schedule B. and s. 43.		28 & 29 Vict. c. cccxxv. The Third Schedule.	21 & 22 Vict. c. clxix., Schedule H., Parts I. and II.		37 & 38 Vict. c. cxxxiv., s. 22 and Schedule C.	28 & 29 Vict. c. lxxxviii., Schedule A.
Outwards.						
Beyond the Seas.	Coastwise.		Beyond the Seas.	Coastwise.		
Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton.	Per ton.
manufactured package.		Per hogshead.	Glassware.			Per crate, 3d. to 6d.
- 2	- 1	- 9	2 -	1 6		
2 6	1 8	—	2 -	1 6		-
—	—	—	—	—		—
2 6	1 8	- 10	Ox, cow, or horse, calf, sheep, or lamb.			Per doz., 4d. (Calf) per doz., 6d.
			2 -	1 6		
—	—	—	2 -	1 6		—
6 8	3 4	Per chest. 1 -	—	—		—
—	—	—	—	—		—
pork per barrel.	—	—	Beef. 2 -	1 6		Beef, 1s. 8d.
- 1	- ½					
and hams.						
1 -	- 6					
other seed per tun. oil, 3d. chest.	—	1 -	Oil. 2 -	1 6		Per pipe, 6d. Botts. per doz., 2d.
1 8	- 10	Per bag, 2d.	2 -	1 6		
- 9	- 4½	—	—	—		-
—	—	—	—	—		-
—	—	—	Shellfish. 2 -	1 6		—
—	—	—	—	—		—
—	—	—	—	—		—
per puncheon.						
1 5	- 9	Per puncheon, 9d.	2 -	1 6		Per gallon, 1d.
puncheon.			Straw.			Botts. per doz., 2d.
1 -	- 6					
—	—	- 8	1 6	1 -		Straw per load, 6d.
1 5	- 9	Per cask, 3d.	2 -	1 0		—
3 8	1 10	5 -	2 -	1 6		Per ¼ chest, 2d.
Unmanufactured.						
1 3	- 8	Per box under ½ cwt., 1d.	2 -	1 6		Per box under ½ cwt., 1d.
Manufactured.						
2 6	1 3					
1 -	- 6	—	—	—		—
pipe.						
1 5	- 9	Per puncheon, 9d.	2 -	1 6		Per gallon, 1d.
1 6	- 9	1 -	2 -	1 6		Per bale, 3d.

At these ports coals are chargeable at 2d. a ton coke, &c., 3d., and other goods and merchandise at 4d. The authorities have also discretion to charge 6d. a ton of 40 cubic feet. Every package of smaller weight than a ton is, however, chargeable as a ton weight.

Appendix.

16th Day, No. 39—continued.

39.—TABLE of the Existing Rates chargeable at

(A) On which the Joint Committee propose to

Description of Goods.	Leith.	Liverpool.			
		21 & 22 Vict. c. xcii., s. 234, Schedule C.			
		Inwards.		Outwards.	
	55 & 56 Vict. c. clxxvii., Schedule A.	Beyond the Seas.	Coastwise.	Beyond the Seas.	Coastwise.
	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.
Glass	4d., 8d. and 1s. 6d.	1 8	- 10	—	-
Gums	- 8	-	1 6	1 -	- 6
Gutta percha	1 -		2 6	1 8	- 10
Hides, skins, and leather	Hides and leather. - 8	5 -	Dry. 2 6	1 8	- 10
	Skins. 8d., 1s. and 1s. 6d.	2 6	Wet. 1 3	- 10	- 5
		2 -	Pi ces. 1 -	- 8	- 4
India rubber	1 -	1 -	Manufactured, per package. - 6	- 3	- 1½
Indigo	1 6	£1	10 -	6 8	3 4
Ivory	- 8	10 -	5 -	3 4	1 8
Meat	- 8	1 -	Beef and pork, per hogshead. - 6	- 5	- 2½
Oil	6d., 8d. and 1s. 6d.	1 - to 5 -	- 6 to 2 6	- 4 to 1 8	- 2 to - 10
Pepper	1 -	2 -	1 -	- 8	- 4
Piassava	- 8	1 8	- 10	- 10	- 5
Quicksilver	—	- 6	Per package. - 3	- 2	- 1
Shells	—	—	—	—	—
Silk	Silk goods, 1s. 6d.	1 -	nufactured, Organzina, or Crape. - 6	- 3	- 1½
	Silk waste, 1s. 3d.	30	Raw, or thrown. 15 -	10 -	5 -
Spices	1 -		—	—	—
Spirits	8d. and 1s. 6d.	- 10	Per 100 gallons. - 5	—	—
		—	Per pipe. —	- 6	- 3
Straw plait	Straw, 6d.	- 6	Per package. - 3	- 2	- 1
Tallow	- 8	2 -	1 -	- 8	- 4
Tea	1 6	5 6	2 9	1 10	- 11
Tobacco	- 8	1 8	- 10	- 10	- 5
Turmeric	1 -	1 8	- 10	- 10	- 5
Wines	8d. and 1s. 6d.	2 4	Per tun. 1 2	- 9	- 4½
Wool	1 -	2 -	1 -	- 8	- 4

Out-Ports on Goods not landed on the Quay—*continued*

charged a Maximum Rate of 1s. 6d. per Ton—*continued.*

Newport.	Penarth.	Southampton.		Swansea Harbour.	Swansea Docks.
		34 & 35 Vict. c. cxxx., s. 55, and Schedule D. and E.			
28 & 29 Vict. c. cclxxvii., s. 75, and Schedule C.	20 & 21 Vict. c. lxix., s. 34, Schedule B.	Imports. Landing Rate.	Exports. Wharfage and Shipping Rate.	17 & 18 Vict. c. cxxvi., Schedule B., and ss. 126 and 127.	10 & 11 Vict. c. cxxiii., s. 39, Schedule B. 37 & 38 Vict. c. civ., s. 41, and Schedule B.
Per ton. s. d. Per hogshead. - 9	Per ton. s. d. Per hogshead. - 9	Per ton. s. d. Per cask or chest, 1s. 6d. Per case, 1s. Utensils, per case under 1 cwt., 1s.	Per ton. s. d. —	Per ton. s. d. 6d. per case. Broken, 10d. Carboys, 1d. each.	Per ton. s. d. Per hogshead, chest, tierce, or crate, 3d. Smaller packages, 1d.
Glue, 1s. 8d.	Glue, 1s. 8d.	5s. to 10 .	Per chest, 1s.	10 -	1 -
—	—	7 (	—	Unmanufactured, 3s. 4d. Manufactured, 10s.	—
- 10	- 10	Hides, 5s. to Leather, loo Skins, va according animal, 1s. to 3s. per bale.	Ox and cow, 6s. per 100. 5lbs. to 7lbs., 2s. per 100. 10lbs. to 12lbs., ½d. each.	Hides, dry, 2s. „ wet, 1s. Leather, 2s. 6d. Skins, varying rates, from 1d. a dozen to 3d each.	Various, from 2d. a dozen to 10d. a ton.
—	—	10 -	6d. per barrel.	—	Loose, 3s. 4d. In packages, 1s. 8d.
Per chest, 1s.	Per chest, 1s.	15 -	8d. per chest.	20 -	1 8
—	—	17 6	11 8	20 -	3 4
—	Pork or beef per tierce, 2d.	Beef and pork, 8½d. per tierce.	Beef and pork, 6d. per tierce.	—	Beef and pork, per barrel, 3d.
		Chemical Oil.		Chemical.	
Per tun, 1s.	Per pipe, 6d.	30 -	3 6 per tun.	5 -	Chemical, per package, 6d. Fish, olive seed, palm, and nut, 8d. a tun.
Per bag, 2d.	Per bag, 2d.	Unsifted, 5s. Cayenne, 10s.	Per bag, 4d. to 6d.	Black and white, 1s. 8d.	- 10
—	—	—	—	—	Pessara, 1s. 8d.
—	—	Per bottle, 3d.	Per iron bottle, 2d.	Per bottle, 3d. Ore, per ton, 6d.	Ore, 6d. Per bottle, 1d.
-	—	—	Bomb, 3s. 4d.	—	—
—	—	Raw, £1. Manufactured, £1. Waste, 7s. 6d.	—	Raw, 22s. 4d. Waste, 7s. 6d.	3 4 Waste, 1s. 8d.
—	—	Varying from 10s. to 47s. 6d. per ton.	—	Varying from 5s. to £1 per ton.	—
Per pipe, 1s. Per puncheon, 9d.	Per pipe, 1s. Per puncheon, 9d.	7s. per tun, with 1s. rent per week after 14 days.	Per pipe or puncheon, 2s. Per hogshead, 1s.	2s. per tun.	Per pipe or puncheon. - 6
Straw, 8d.	Straw, 8d.	4 cwt. and upwards, 2s. per case.	Straw, per truss, 1s.	6d. per package.	Straw. 2 -
1 -	Per hogshead, 4d.	In casks, 3s. 6d. per ton.	2 6	1s. per ton.	- 8
In cwt. chests, 5s. In ½ cwt. chests, 6s. 8d.	In cwt. chests, 5s. In ½ cwt. chests, 6s. 8d.	Per chest of 200lbs. and upwards, 2s.	Per chest, 1s.	6s. 6d. per ton.	Per chest of over 140 lbs. - 5
Per hogshead, 8d. Per box under ½ cwt., 1d. —	Per hogshead, 8d. Per box under ½ cwt., 1d. —	11s. 3d. per ton.	—	5s. per ton.	Per hogshead. - 3
		5s. per ton.	Per bag, ½d. to 2d.	1s. 8d. per ton.	- 10
Per pipe, 1s.	Per pipe, 1s.	7s. per tun.	Per doz. cases 2d.	2s. per tun.	Per pipe or puncheon. - 6
1 -	1 -	Sheep, 7s. 6d. per ton. Goats, 10s. per ton.	8 4	1s. per ton.	Wool. - 6

Appendix.

16th Day, No. 39—continued.

39.—TABLE of the Existing Rates chargeable at

(B.) On which the Joint Committee propose to

Description of Goods	The Joint Committee's proposed Maximum Rate per Ton, and so on in proportion for any less quantity.	Barrow. 26 & 27 Vict. c. lxxxix., Schedules C. and D.		Belfast. 10 & 11 Vict. c. lii., Schedule B.	Bristol. 27 & 28 Vict. c. ccxli., Inwards.	
		From Foreign Ports.	Coastwise.		From Places beyond the Seas.	Coastwise.
	Per ton. s. d.	Per ton. s. d. Tanners.	Per ton. s. d. Loose.	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.
Bark (other than medicinal).	1 -	1 -	- 6	- 6	1 3	- 8
Bran	1 -	- 8	- 4	- 4	1 -	- 6
Cocoanuts	1 -	1 -	- 6	Cocoa (shell). - 8	- 2	Per - 1
Fibres	1 -	—	—	—	—	—
Flour	1 -	- 8	- 4	- 6	1½	Per - 1
Gambier	1 -	- 10	- 5	- 6	1 6	- 9
Grain	1 -	- 8	- 4	- 2	—	—
Green fruit and vegetables	1 -	Vegs. 10d., 1s. and 1s. 2d.	5d., 6d. and 7d.	Fruit, per pack, 4d.	- 3	Oranges and - 1½
		Grapes. 1 4	- 8	Vegs., per ton, 4d.	Potatoes. - 6	- 3
Jute	1 -	- 10	- 5	1 -	1 6	- 9
Meals	1 -	—	—	Oatmeal. - 4	- 1½	Per - 1
Metals	1 -	Iron ore, 6d. and 3d. Copper and lead (ores). - 8	- 4	Copper (ingots, &c.). 1 -	Old. 1 6	- 9
		Brass and Iron. 1 -	- 6	Copper (dross). - 4		
		Tinware. 1 6	- 9			
		Lead. - 10	- 5			
Molasses	1 -	- 10	- 7	Per puncheon. - 4	1 3	- 8
Myrabolanes	1 -	- 10	- 7	—	1 6	- 9
		Ground.				
Oilcake	1 -	- 10	- 7	- 4	1 -	- 6
		Salt.				
Provisions	1 -	1 -	- 6	—	—	—
		Rice in husk or paddy.				
Rice and rice meal	1 -	- 8	- 4	1 -	2 -	1 -
Sago and sago flour	1 -	1 -	- 6	1 -	2 -	1 -
		Sago flour. - 8	- 4			
Seeds	1 -	1s. 4d., 8d. and 1s.	8d., 4d. and 6d.	Meal. - 4 Not garden, per bag. - 2	3 4	1 8
Sugar	-	-	- 5	Per package. - 3 Mauritius and East India. 1 -	2 6	1 3
Tapioca	1 -	1 2	- 7	—	—	—

Out-Ports on Goods not landed on the Quay—*continued.*

charge a Maximum Rate of 1s. per Ton.

Bristol.		Cardiff (Bute).	Glasgow.		Tyne, Hartlepool and Middlesboro'.	King's Lynn.
Schedule B. and s. 43.		28 & 29 Vict. c. ccxv., The Third Schedule.	21 & 22 Vict. c. clxix. Schedule H., Parts I. and II.		37 & 38 Vict. c. cxxiv., s. 23, and Schedule C.	28 & 29 Vict. c. lxxxviii., Schedule A.
Outwards.						
From Places beyond the Seas.	Coastwise.		Foreign.	Coastwise.		
Per ton.	Per ton.	Per ton.	Per ton.	Per ton.	Per ton.	Per ton.
s. d.	s. d.	s. d.	s. d.	s. d.		s. d.
- 8	- 4	—	2 -	1 6		—
			Inwards.			
- 6	- 3	- 8	1 3	1 3		- 6
			Outwards.			
			1 -	1 -		
100.						
- 1	- ½	—	—	—		—
—	—	- 4	—	—		—
barrel.			Inwards.			
1	½	Per barrel 1d.	1 3	1 3		—
			Outwards.			
			1 -	1 -		
- 9	- 4½	—	—	—		Per sack (5 bushels), 1d.
			Indian corn and meal.			
			Inwards.			
	—	—	1 3	1 3		—
			Outwards.			
			1 -	1 -		
lemons, per chest.			Potatoes.			
- 1½	- 1	Fruit, 3d., 6d. and 9d per butt.	1 -	- 9		Carrots and vegetable roots, 1s. 8d.
Potatoes.			Turnips.			
- 3	- 1½	Vegetables, 1d. per crate.	- 4	- 3		Fruit, per bushel, - 1
			Other vegetables and fruits.			
			2 -	1 6		
- 9	- 4½	—	—	—		—
			Oatmeal.			
barrel.			Inwards.			
- 1	- ½	Per barrel 1d.	1 3	1 3		
			Outwards.			
			1 -	1 -		
			Tin, zinc, yellow metal, copper and lead.			
Old.						
- 9	- 4½	—	2 -	1 6		—
			Iron bar, bolt rod, rail and sheet.			
			1 6	1 6		
			Iron pig and scrap.			
			- 9	- 9		
			Iron ore			
			- 4	- 3		
- 8	- 4	- 8	2 -	1 6		Per puncheon, - 4
- 9	- 4½	—	—	—		- 9
- 6	- 3	- 8	—	—		—
—	—	- 8	2 6	1		—
1 -	- 6	- 9	1 6	1 6		—
1 -	- 6	—	1 6	1		—
1 8	- 10	Per sack, 2d.	2 -	1 6		—
1 3	- 8	- 8	2 -	1 6		Loaf, 2s
—	—	—	—	—		—

At these ports coals are chargeable at 2d. a ton, coke, &c., 3d., and other goods and merchandise at 4d. The authorities have also discretion to charge 6d. a ton of 40 cubic feet. Every package of a smaller weight than a ton is, however chargeable as a ton weight.

Appendix.

16th day, No. 39—continued.

39.—TABLE of the existing Rates chargeable at

(B.) On which the Joint Committee propose to

Description of Goods.	Leith.	Liverpool.			
		21 & 22 Vict. c. xcii., s. 234, Schedule C.			
	55 & 56 Vict. c. clxxvii., Schedule A.	Inwards.		Outwards.	
		Beyond the Seas.	Coastwise.	Beyond the Seas.	Coastwise.
	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.
Bark (other than medicinal).	- 6	2 - to 10 -	1 - to 5 -	- 8 to 3 4	- 4 to 1 8
Bran	- 4	1 -	- 6	- 4	- 2
			Per 100.		
Cocoanuts	Shells, 8d. Fibre, 8d.	- 3	- 1½	- 1	- ½
Fibres	Cocoanut, 8d. Vegetable, 6d.	2 -	1	- 8	- 4
Flour	4d., 6d., and 8d.	—	—	—	—
			Gambree.		
Gambier	- 8	1 6	- 9	- 6	-
Grain	- 8	—	-	—	—
			Per package.		
Green fruit and vegetables	4d. and 8d.	- 3	- 1½	- 1	- ½
			Potatoes.		
	1s. and 1s. 6d.	- 6	- 3	- 3	- 1½
			Jute hemp.		
Jute	6d. and 8d.	1 4	- 8	- 6	- 3
Meals	4d., 6d., and 8d.	—	—	—	—
			Lead.		
Metals	4d., 6d., and 8d.	1 -	- 6	- 8	- 4
		2 -	1 -		
			Brass		
		3 4	1 8	1 8	- 10
			Copper loose.		
		2 -	1 -	- 8	- 4
			Tin ditto.		
Molasses	- 6	1 6	- 9	—	—
			Per puncheon.		
			—	- 4	- 2
Myrabolanes	- 8	1 6	- 9	- 6	- 3
Oilcake	—	—	—	—	—
Provisions	1 -	—	—	—	—
Rice and rice meal	- 8	1 6	- 9	- 6	- 3
			Sago.		
Sago and sago flour	1 -	5 -	2 6	1 8	10
			Sago flour.		
		1 6	- 9	- 6	- 3
Seeds	6d. and 8d.	2 - to 5 -	1 - to 2 6	- 8 to 1 8	- 4 to - 10
			Not refined.		
Sugar	4d., 6d., and 8d.	2 -	1 -	- 8	- 4
Tapioca	1 -	5 -	2 6	1 8	- 10

Out-Ports on Goods not landed on the Quay—*continued.*

charge a Maximum Rate of 1*s.* per ton—*continued.*

Newport.	Penarth.	Southampton.		Swansea Harbour.	Swansea Docks.
28 & 29 Vict. c. clxxvii., s. 15, and Schedule C.	20 & 21 Vict. c. lxix., s. 34, Schedule B.	34 & 35 Vict. c. cxxx., s. 55, and Schedules D. and E.		17 & 18 Vict. c. cxxvi., Schedule B., and ss. 126 and 127.	10 & 11 Vict. c. cxxiii., s. 39, Schedule B., 37 & 38 Vict. c. civ., s. 4½, and Schedule B.
		Imports.	Exports.		
		Landing rate.	Wharfage and Shipping rate.		
Per ton.	Per ton.	Per ton.	Per ton.	Per ton.	Per ton.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Oak, 1s.	—	5 -	Per chest, 1s.	- 6	(Tanners), 10d.
- 8	- 8	—	Per sack, 4d.	- 3	Per sack, 1d.
—	—	Per 100, 1s. 6d.	—	Per 100, 3d.	Per 100, 3d.
(Spanish), 4d.	—	—	—		—
- 8	- 8	4 9	Per barrel, 2d.	- 8	Per bag or sack 1d.
—	—	—	—	—	—
- 5	- 8	Delivered over-side, worked out by the Company, 2s. 3d. per ton.	—	6d. to 9d.	Per quarter, 2d.
Above 15 cwt., per butt, 9d. Vegetables, per crate, 1d.	Above 15 cwt., per butt, 9d. Potatoes, 8d. Vegetables, per sack, 1d.	Various, 6d. to 1s. 6d. per case.	Potatoes, 3s.	Fruit from 4d. a hogshead. Vegetables, 3d. Potatoes, 4d.	Grapes per box or jar, 1d.
—	—	4 -	—	1 -	- 8
—	—	4 9	—	- 6	1 8
Munt, 3s. 8d. Tin, 9d. and 1s. 3d. Iron, 2d. to 9d. Copper and brass, 1s. Copper ore, 8d. Lead, 1s.; ore, 6d.	Iron, 6d. and 1s. Iron ore, 4d. Copper and brass, 1s. Copper ore, 8d. Lead, 1s.; ore, 6d. Tin, 1s.	Iron from vessel into craft or *vice versa*, per ton, 6s. Iron, landed, 3s. Copper, 5s. Nickel, 7s. 6d.	Copper, 3s. 4d. and 4s. Iron, 3s. 4d., 5s., 6s., 2s. 3d. Lead, 2s., 3s., 4s. Steel, 3s. 4d., 7s. 8d.	Various, 1½d. to 4½d.	Copper, 1s.; copper ore, 6d. Gold and silver, per £100, 6d. Silver ore, per £100, 2d. Tin, 8d.; lead ore, 2d. Lead (pig or sheet), 6d. Black or white, 8d. Shot, 9d.
- 8	- 8	5 -	Per puncheon, 1s. 2d.	- 10	- 8
—	—	7 6	—	5 -	1 8
- 8	- 8	3 6	Loose, 3s. 6d. Per hogshead, 1s. 6d.	10 -	- 8
- 8	—	—	5 -	—	—
- 9	- 9	3 9	2 6	1 8	- 9
—	—	10 -	6 8	5 -	- 10
Per sack, 2d	Per sack, 2d.	3s. 9d. and 4s. 6d.	Per bale, 8d.	1s. 8d. and 2s. 3d.	Linseed, &c., per quarter, 2d. Agricultural, 9d.
- 8	Per hogshead, 6d.	5 -	3s., 3s. 4d., &c.	1 -	- 6
—	—	13 9	—	5 -	1 8

Appendix.

16th Day, No. 40.

40.—STATEMENT of the LONDON CHARGES on the S.S. "POLITICIAN" (4,728 Tons Register) which arrived in LONDON from CALCUTTA, 18 May 1900, to land PART CARGO, with a COMPARISON of the LIVERPOOL CHARGES thereon, and CORRESPONDENCE with the LONDON AND INDIA DOCKS JOINT COMMITTEE with reference thereto.

(*Handed in by Mr. C. J. C. Scott on the Sixteenth day. See Question 5614.*)

London Charges.						Liverpool would have Cost.					
DOCK DUES.	£.	s.	d.	£.	s.	d.	DOCK DUES.	£.	s.	d.	£.	s.	d.
4,728 tons at 1s. per ton	236	8	–				At 1s. 4d. per ton	315	4	–			
Transporting 1½d. per ton	29	11	–				Surveys, &c.	10	–	3			
Surveys and water, &c.	10	–	3										
				275	19	3					325	4	3
STEVEDORE.							STEVEDORE.						
Landed 5,543 tons at 10d.	230	19	2				Discharging 6,201 tons at 6d.	155	–	6			
Landed overside 658 tons at 11d.	30	3	2										
Passed over quay 5,023 tons at 1s. 5d.	355	15	11										
Re-shipped 55 tons at 9d.	2	1	5										
Overtime	38	12	4					38	12	4			
Tallying	34	2	6										
Mending	14	18	6					14	18	6			
Time lost	9	4	6					9	4	6			
Cooperage	6	6	3					6	6	3			
Sundries	3	7	–				Sundries	3	7				
				725	10	7					227	9	1
			£.	1,001	9	10				£.	552	13	4
Rent of shed, 3s. per sq. yard per annum.							Rent of shed, 2s. 6d. per sq. yard per annum.						

London and India Docks Joint Committee
Dock House, 109, Leadenhall Street,
London, E.C., 6th December, 1900.

Dear Mr. Black,

I AM much obliged to you for sight of the paper which shows the expenses paid in London in respect of the ss. "Politician" and the expenses which the steamer would have incurred in Liverpool under similar circumstances.

I am unable to check any of the figures appertaining to London beyond the dock dues at 1s. a ton and the transporting at 1½d. a ton, because those are the only charges which are paid to the Joint Committee; though I may say that, so far as my information extends, the payments set out under the head of "stevedore" probably quite correctly state the facts. I shall have something to say about those payments presently, but with regard to the transporting charge you will notice that no corresponding amount is set out on the Liverpool side of the account. Probably this is because the shipowner would not have thought it necessary to incur such an expense in Liverpool, and would transport his ship by the crew. The charge in London is for the use of a tug and for a gang of men put on board the ship at the master's request to transport the ship from the dock entrance to the berth. It is not a charge that is obligatory upon shipowners in London, and it can be, and often is, avoided. It can, therefore, scarcely be regarded as an official charge; but inasmuch as the shipowner may consider that owing to some difficulties of navigation in London that do not exist in Liverpool the expense is practically necessary, I am content to leave it as an unavoidable charge. Even so regarded it appears that the total official charges are 49*l*. 5s. less in London than in Liverpool.

The greatest items of expenditure of the ship in London are those under the head of "stevedore." These charges are in no way under the control of the Joint Committee, but are the subject of bargain between the shipowner and the stevedore. First, the discharging cost 10*d*. per ton in London as against 6*d*. per ton in Liverpool. This seems to be a greater difference than the higher wages paid in London would justify, but in any case it is, as I have said, a matter of bargain, and the discharging of ships in London is not free from competition. I think, however, that the 6*d*. a ton in Liverpool is not the total cost of discharging. In London the stevedore hires hydraulic cranes and pays for them out of the sum which he charges for discharging. In Liverpool there are very few cranes, and the rule is for shipowners to use their own steam in the discharge. If that were so in this case something should be added to the 6*d*. a ton in Liverpool.

You will note also that 2*l*. 1s. 3*d*. (a small sum) is charged against London as the cost of re-shipping 55 tons of goods. This would be Liverpool cargo turned over in order to get at the London goods. Nothing is shown on the Liverpool side of the account for this, but it cannot be supposed that if the ship had first gone to Liverpool and had to turn over 55 tons of London goods to get at the Liverpool cargo the operation would have cost nothing.

Then as to the expense of 34*l*. 2s. 6*d*. for tallying in London, there being no corresponding charge in Liverpool, I believe that the tallying in Liverpool is done at the expense of the goods, and is not a charge against the shipowner.

The largest item of expense in London is due to the port custom entitling consignees to free delivery of their goods into barges, viz., 355*l*. 15s. 11*d*. for passing goods over quay. This is an expense for labour only which the shipowner incurred to give despatch to his ship. The steamer brought, according to our accounts, 5,891 tons of cargo (not 6,201 tons as shown in your paper), and from the Joint Committee's records I am able to say that all but 415 tons (that is to say, nearly 93 per cent. of the cargo) was required to be delivered overside free of all dock charges or other expenses to the consignees of the goods. To save the great delay in delivering overside to craft this enormous proportion of the cargo the shipowner elected to land the goods on the quay, sort them there, and deliver them to craft after the ship left dock. In Liverpool this expense would have been avoided by the shipowner, because the whole of the cargo would have been discharged on to the quay at the expense of the goods.

The cargo of the "Politician" comprised :—

	For overside delivery.	For landing.
	Tons.	Tons.
Cereals - - - - - -	10	—
Tea - - - - - - -	249	203
Rice - - - - - - -	1,060	—
Oil seeds - - - - - -	2,929	21
Jute and other fibres - -	1,223	162
Other goods - - - -	5	29
	5,476	415

If this cargo had been discharged in Liverpool there would have been the following charges payable by the consignees, viz. :—

Dock Rates and Town Dues.	£. s. d.	Master Porterage on Goods delivered after being stowed on the Quays.	£. s. d.
Cereals, 10 tons at 1s. - - -	- 10 -	10 tons at 8d. - - - - - -	- 6 8
Tea, 452 tons at 2s. - - - -	45 4 -	452 tons, say, 9,000 packages at 1½d.	46 17 6
Rice, 1,060 tons at 1s. 4d. - - -	70 13 4	1,060 tons at 1s. - - - - -	271 9 -
Oil seeds, 2,950 tons at 1s. 6d. - -	221 5 -	2,950 „ - - - - -	
Jute, 1,385 tons at 1s. 6d. - -	103 17 6	1,385 „ - - - - -	
Other goods, 34 tons at, say, 1s. 6d. -	2 11 -	34 „ - - - - -	
			£. 318 13 2
		Add 10 per cent. - -	31 17 4
£.	444 - 10	£.	350 10 6

£. 794 11s. 4d.

So that the true comparison between London and Liverpool as regards both ship and cargo is as under :—

	London.	Liverpool.
	£. s. d.	£. s. d.
Paid by shipowner - - -	1,001 9 10	552 13 4
Paid by consignees - - -	Nil.	794 11 4
£.	1,001 9 10	1,347 4 8

This difference of 346*l.* in favour of London amounts to rather more than 1*s.* 3*d.* a ton on the 5,476 tons of goods that paid no charges in London.

It will be observed that the master porter's charges in Liverpool (paid by the consignees) are much the same as the expense of passing over quay in London (paid by the shipowner), the services being almost identical.

I am, &c.
(signed) *Chas. J. C. Scott.*

Mersey Docks and Harbour Board.
General Manager and Secretary's Office,
Liverpool, 9th January, 1901.

My Dear Sir,

Referring to your letter of the 1st instant, enclosing a communication of the 6th ultimo from Mr. Charles J. C. Scott, Chairman of the London and India Docks Joint Committee, with reference to a statement of charges on the ss. "Politician," at London and Liverpool, I think it desirable to point out that this statement of charges was not supplied officially by the Mersey Docks and Harbour Board, but was given by one of its members, a shipowner to one of the Commissioners on the occasion of their visit here on the 31st July and the 1st of August last. The letter from Mr Scott has been shown to

Appendix. I. 16th Day, No. 40— continued.

the shipowner in question, who states that it illustrates the extra cost in London over Liverpool, from a shipowner's point of view, and is, he avers, absolutely correct. He considers that Mr. Scott's comments do not appear to be unfair, and that Mr. Scott is correct in his statement that the cargo would have incurred charges at Liverpool for dock rates and town dues, but that Mr. Scott is wrong in including master porterage, which is a charge for operations which are performed in London on the wharves and paid for by the merchants there. The shipowner thinks that, when goods arrive in lighters at the various wharves in London after transportation in barges from the importing vessel, they are then only in the same position as when arriving at the docks in Liverpool in the importing vessel in the first instance.

I beg to return the letter from Mr. Scott, and the statement attached thereto.

I am, &c.
(signed) *Miles Kirk Burton.*

2 Enclosures.

C. E. D. Black, Esq.,
Moy Lodge, Pinner.

Dear Mr. Black, 28th February, 1901.

I AM much obliged to you for letting me see a copy of the letter dated 9th January last, received by you from the General Manager and Secretary of the Mersey Docks and Harbour Board as to the expenses in Liverpool and London respectively in dealing with the cargo of the "Politician."

The figures I gave you in my letter of the 6th December last are not disputed, but I notice that the shipowner, by whom the original account was supplied to the Royal Commissioners, thinks that it is not fair to charge against Liverpool, when comparing with London, the master porterage rates which the consignee has to pay in Liverpool, and for the reason that in the opinion of the shipowner those charges, or charges equivalent to them, are incurred in London in dealing with cargo on the quays and wharves at which it is delivered. I am bound to say that I do not agree with the shipowner on that point. Taking the cargo as described in my letter of December last—tea, for instance, would in any case be for warehousing, and if that tea were delivered in Liverpool the master porterage charges at the docks would be incurred as well as charges for housing the goods at the warehouse. Rice also, and oil seeds are taken away from the dock direct to mills, and there would be no escape from the master porterage charges at Liverpool, whilst in London there is no equivalent charge, because, as I have said, the goods go direct to the consumer. I think for these reasons that it is fair to charge against Liverpool the master porterage rates. In fact, both in London and in Liverpool expenses are incurred where the goods are warehoused, whilst as regards goods going direct from the docks to the consumer's premises the expenses after the goods leave the docks are of precisely the same character in both ports.

I am, &c.
(signed) *Chas. J. C. Scott.*

C. E. D. Black, Esq.,
Moy Lodge, Pinner.

SEVENTEENTH DAY.

1.—Copy of the Monthly Agreement between the London and India Docks Company and Shipowners as to Appropriated Berths.

(Handed in by Mr. C. J. C. Scott on the Seventeenth Day. See Question 6090.)

An agreement made the day of , between the London and India Docks Company (hereinafter called "the company") of the one part, and (hereinafter called "the shipowners"), of the other part, whereas the shipowners desire to have appropriated to them a particular berth or berths for the discharge of their vessels, including the use of specified quay and shed space, and the company have agreed to appropriate to the shipowners the berth or berths , with use of quay and shed space shown by the colour pink on the plan annexed to this agreement, upon the terms and conditions herein contained, now it is hereby agreed as follows:—

1.—Subject as hereinafter provided, the shipowners shall be entitled to the exclusive use of the berth or berths with quay and shed space shown on the said plan (hereinafter collectively called the premises) from the day , and until this agreement shall be terminated by three calendar months' notice on either side.

2.—The shipowners shall pay for the accommodation described in Clause 1 a rent calculated at the rate of 3s. 0d. per square yard of quay and shed space per annum payable quarterly, and such rent is hereby agreed to be at the rate of £ per annum.

3.—The shipowners shall comply with the regulations of H.M. Customs and of the Fire Offices Committee, and with any bye-laws that may be made from time to time by the company, so far as the same affect the use of the premises included in this agreement.

4.—The said berth or berths shall be used by the shipowners solely for the discharge, landing, and delivery of cargo and ship's stores from vessels belonging or *bonâ fide* consigned to the shipowners, and not for lying up or other purposes.

5.—The shipowners shall not compete with the company in the wharfage, warehousing or manipulation of goods, but shall use the quay and shed space appropriated to them solely for the purpose of manipulating cargo in the following manner, viz., receiving goods discharged from ship, sorting to marks, repairing, if necessary, and delivering any goods that may be entered for overside to the barges of the consignees, and delivering any goods to the company under Clause 9 hereof.

6.—The company reserve to themselves the right to use or to grant to other shipowners the use of the whole or any part of the premises which is not at the time being required by the shipowners for the purposes mentioned in Clauses 4 and 5, and will credit the shipowners with such proportion of the rent as is represented by the time during which the berth is occupied by the vessel belonging to the other shipowner.

7.—The shipowners shall not receive on to or pass over the quay, or into the shed, any goods for exportation except those for transhipment from one vessel to another of the same line.

8.—The officers and servants of the company shall have the right of passage over the quay and of entry into the sheds (with or without goods) to view the work carried on, to store temporarily, or to perform operations on any goods therein, or for any other reasonable purpose. The right granted to the company under this clause to be limited to goods discharged from vessels using the berth so far as the entry into the sheds is concerned. The shipowners shall afford all reasonable facilities for giving effect to this clause.

9.—All goods intended for warehousing with the company or for delivery to railway trucks or road conveyances, and all goods in respect of which the Customs entry shall not be passed and lodged, and application made by the consignee with craft and all necessary clearing documents within the time fixed by the bill of lading or charter party (or in any case where such time shall be later than 72 hours from the time of reporting within such 72 hours), shall be delivered by the shipowners to the company without production of the bill of lading or release for freight; but no portion of such goods, except samples, shall be delivered by the company through their officers without production of freight release, or until the shipowners' claim for freight is provided for in accordance with Sections 494, 495, 496 and 497 of the Merchant Shipping Act, 1894.

10.—The shipowners shall, as far as practicable, deliver all goods falling within Clause 9 direct into the shed, or will load them into railway trucks, road conveyances, or barges, as may from time to time be directed by the company through their officers, and for all such services the payment, if any, to be made by the company to the shipowners shall be fixed by the schedule attached to this agreement.

11.—The company shall be entitled to free delivery to barge (either from quay or direct from ship) of any goods intended for warehousing with them elsewhere than at the wharf or quay at which the ship discharges, and in respect of which the conditions of overside delivery, save as modified by Clause 9 hereof, shall have been complied with.

12.—An account shall be kept of the tonnage of all overside goods falling within Clause 11 of this agreement, and if in any year ending the day of (and so proportionately for a shorter period in the event of this agreement being terminated on any other date than the) a sum calculated at the rate of 4½d. per ton on such goods as shall be delivered direct from ship, and at the rate of 1s. 6d. per ton on such goods as shall be delivered *ex* quay, shall exceed £ , the amount of such excess shall be allowed to the shipowners as a rebate from the rent for that year or shorter period, as the case may be.

13.—The shipowners shall, if required, furnish the company with the description and, when practicable, with the weights of all goods falling under Clause 9, so as to enable the company to collect their charges from the consignees, and to assess the payments, if any, to be made to the shipowners under Clause 10.

14.—The company shall not be answerable for loss of or damage to any goods placed on the quay or shed space by the shipowners, unless caused by the negligence of the company's servants.

15.—When the officers or labourers of the shipowners are working on the quay or in the shed beyond the hours worked free of charge by H.M. Customs, a payment at the rate of 3s. 0d. per hour or fraction of an hour shall be made by the shipowners to the company for every such watchman as may be necessary, and this shall include any time allowed by the shipowners to their officers or labourers for refreshments. The same rate shall also be paid to the company when similar work is performed at any time during the days fixed for the celebration of the Queen's birthday, Bank Holidays, or other public holidays. No work shall be done in the shed or on the quay on Sundays, Good Friday, or Christmas day, without the special permission of the company, and where such permission is given the shipowners shall pay to the company 6s. for every hour or fraction of an hour during which work shall be proceeding, including any time allowed for refreshments.

In witness,

Appendix.
17th Day,
No. 2.

2.—Copy of the Weekly Agreement between the London and India Docks Company and Shipowners as to Appropriated Berths.

(Handed in by Mr. C. J. C. Scott on the Seventeenth Day. See Question 6000.)

An agreement made the day of 189 between the London and India Docks Company (hereinafter called the "Company") of the one part and (hereinafter called "the shipowners") of the other part whereas the shipowners desire to have appropriated to them a berth for the discharge of the vessel including the use of quay and shed space, and the Company have agreed to appropriate to the shipowners the berth in the Royal Dock with the use of quay and shed space upon the terms and conditions herein contained now it is hereby agreed as follows:—

1.—Subject as hereinafter provided the shipowners shall be entitled to the use of the berth with specified quay and shed space (hereinafter collectively called the premises) for the purposes of manipulating the cargo of the above-named vessel in the manner described in Clauses 4 and 5.

2.—The shipowners shall pay for the accommodation a weekly rent calculated at the rate of 4s. 6d. per square yard per annum and such rent is hereby agreed to be £ per week; a week's rate shall be paid for any fraction of a week.

3. The shipowners shall comply with the regulations of H.M. Customs and of the Fire Offices Committee and with any bye-laws that may be made from time to time by the Company so far as the same affect the use of the premises included in this agreement.

4.—The said berth shall be used by the shipowners solely for the discharge, landing and delivery of cargo and ship's stores from the vessel named, and not for lying up or other purposes.

5.—The shipowners shall not compete with the Company in the wharfage, warehousing, or manipulation of goods, but shall use the quay and shed space appropriated to them solely for the purpose of manipulating cargo in the following manner, viz., receiving goods discharged from ship, sorting to marks, repairing if necessary, and delivering any goods that may be entered for overside to the barges of the consignees, and delivering any goods to the Company under Clause 8 hereof.

6.—The shipowners shall not receive on to or pass over the quay, or into the shed, any goods for exportation except those for transhipment from one vessel to another of the same line.

7.—The officers and servants of the Company shall have the right of passage over the quay, and of entry into the sheds (with or without goods) to view the work carried on, to store temporarily, or to perform operations on any goods therein, or for any other reasonable purpose. The shipowners shall afford all reasonable facilities for giving effect to this clause.

8.—All goods intended for warehousing with the Company at any of their docks or warehouses, or for delivery to railway trucks or road conveyances, or not applied for by the consignees within the time (not exceeding 72 hours from the time of reporting) fixed by the Bill of Lading or Charter Party, shall be delivered by the shipowners to the Company without production of the bill of lading or release for freight, but no portion of such goods except samples shall be delivered by the Company through their officers without production of freight release, or until the shipowners' claim for freight is provided for in accordance with the Merchant shipping Act.

9.—The shipowners shall as far as practicable deliver all goods (except as hereunder stated) falling within Clause 8 direct to the shed or sheds, or will load them into railway trucks, road conveyances or barges in accordance with the directions given from time to time by the Company through their officers, and for all such services performed in accordance with such directions the payment (if any) to be made by the Company to the shipowners shall be arranged between the parties, but the maximum rates shall be those in the annexed schedule. The Company shall be entitled to free delivery to barge (whether from quay or direct from ship) of any goods intended for warehousing with them elsewhere than at the wharf or quay at which the ship discharges, and in respect of which the conditions of overside delivery, save as modified by Clause 8 hereof, shall have been complied with.

10.—The shipowners shall, if required, furnish the Company with the description and, when practicable, with the weights of all goods falling under Clause 8, so as to enable the Company to collect their charges from the consignees and to assess the payments to be made to the shipowners under Clause 9.

11.—The Company will not be answerable for loss of or damage to any goods placed on the quay or shed space by the shipowners unless caused by the negligence of the Company's servants.

12.—When the officers or labourers of the shipowners are working on the quay or in the shed beyond the hours worked free of charge by H.M. Customs, a payment at the rate of 3 shillings per hour or fraction of an hour shall be made by the shipowners to the Company for every such watchman as may be necessary, and this shall include any time allowed by the shipowners to their officers or labourers for refreshments. The same rate shall also be paid to the Company when similar work is performed at any time during the days fixed for the celebration of the Queen's birthday, bank holidays, or other public holidays. No work shall be done in the shed or on the quay on Sundays, Good Friday, or Christmas Day without the special permission of the Company, and where such permission is given the shipowners shall pay to the Company 6s. for every hour or fraction of an hour during which work shall be proceeding, including and time allowed for refreshments.

Schedule of Payments Mentioned in Clause 9.

All goods (with the under-mentioned exceptions):—

		s.	d.
For landing from ship and delivering into shed	Ton	0	9
For delivering from shed into railway truck, road conveyance, barge, or at loophole of warehouse	,,	0	9
For landing from ship and delivering to warehouse, grain in sacks	,,	1	3
For landing from ship and delivering direct into railway truck or road conveyance	,,	1	0
Except on the north side of the Victoria dock, where the rate to be	,,	1	3
For landing from ship and delivering into shed, and thence into railway truck, road conveyance, barge, or at loophole of warehouse, goods not applied for within the bill of lading time, as in Clause 8	,,	1	6

Exceptions as to the service last before mentioned:—

		s.	d.
Wheat, peas (not agricultural), barley, oats, dholl, mussor, maize, mutter dari, jowaree, and beans, in bags*			
When delivered by land	,,	1	3
When delivered by water	,,	0	9

*Includes landing and delivering, sorting for damage, weighing and taring, Joint Committee to provide weigher and clerk, weights and scales, and to superintend.

Frozen Meat:—

For landing from ship and delivering from canal (Victoria Dock) direct into shed, store, or railway truck	,,	1	4½
For the like service from canal or east quay granaries, including weighing	,,	1	6
For delivering direct from ship into railway truck, including weighing:—			
Albert Dock	,,	1	0
Victoria Dock (excepting as above)	,,	1	6

EIGHTEENTH DAY.

1.—Accounts relating to Port of London Compensations.

(Extracted from the Appendix to the Third Report on Foreign Trade of the Country, 1824.)

(Handed in by Mr. C. J. C. Scott on the Eighteenth Day. See Question 6070.)

(1.)—Port of London Compensations.

Classes.	Comprising the Claims.	Number of Claims.	Amount of Sums Claimed.	Amount of Sums Awarded.	Disallowed.
			£ s. d.	£ s. d.	£ s. d.
First	Of freeholders, leaseholders, wharfingers, and warehousekeepers.	170	2,082,769 – 4	419,198 16 10	1,663,570 3 6
Second	Of the Corporation of London and their appointees, City companies, tacklehouse porters, and ticket porters.	280	313,051 19 3¼	27,250 – –	285,801 19 3¼
Third	Of carmen, carroons, and merchants, &c., for additional expenses.	275	472,765 6 1	74,417 – –	398,348 6 1
Fourth	Of lightermen, foremen to lightermen, lumpers, watchmen, and gangsmen.	128	426,737 1 8½	81,915 17 6	344,821 4 2½
Fifth	Of coopers, clerks to wharfingers, victuallers, and miscellaneous.	115	410,095 18 8	74,600 13 8	335,495 5 –
	Claims	968	3,705,419 6 –¾	677,382 8 –	3,028,036 18 –¾

(2.)—List of Memorialists, who made no specific pecuniary Claim.

First Class.			
M'Andrew, William		Freeholder	Awarded 400*l.*
Cox, Robert Kilby, and others		Leaseholders	Abandoned.
Hollands, Thomas		do.	Disallowed.
Second Class.			
Shaw, Right Hon James, Lord Mayor		Officer of gauger	Compensated by Act of Parliament.
Flower, Right Hon. Charles, Lord Mayor		do.	
London, Corporation of	2 Claims each	do.	
Harrison, Anthony	2 Claims each	Deputy gauger	
Harrison, Nicholas Bacon	2 Claims each	do.	
London, Corporation of		Office of coal, corn, and fruit meter	Abandoned.
Do. do.		Office of corn porter	
Stennett, Benjamin Trantham		Deputy alien porter	
Skinners' Company		Tacklehouse porters	Disallowed.
Payne, Thomas		do.	
Matthews, James, and others		Ticket porters	
Third Class.			
Christ's Hospital		Owners of carroons	Awarded 800*l.*
Fellowship of Carmen		do.	Awarded 90*l.*
Hardwick, George		Carman	Disallowed.
Ho'yland, John, the younger		do.	do.
Fourth Class.			
Chalmers, Andrew		Gangsman	Disallowed.
Fifth Class.			
Brassett, Charles		Clerk to a wharfinger	Disallowed.
Browne, John		Clerk to a cooper, &c.	
Fellowship Porters			Abandoned.
Governors of the Poor and Collectors of the Land Tax of Bermondsey		For poor rates and land tax	Disallowed.
Hollamby, James		Fellowship Porter	Abandoned.
Hollands, Thomas		Lighter builder	Disallowed.
Rutson, William		Paymaster of Fellowship Porters	Abandoned.

Appendix.

18th Day No. 1—continued.

(3.)—CLAIMS determined by the Court of King's Bench, or by Juries.

No.	NAME.	Date of Judgment or Trial.	Description.	Claims.	Sum Offered	Verdict.
	Claims for which no compensation was obtained:			£ s. d.	£ s. d.	£ s. d.
1	The Grocers Company	4 July, 1808	Tacklehouse porters	8,000 – –	Mandamus refused.	
2	Barham, R. H. Lord	25 June, 1811	Freeholder	6,000 – –	Disallowed	Not entitled to compensation.
3	Hoare, Samuel, and others (Trustees of Mr. and Mrs. Sterry.)	23 Nov., 1810	Freeholders	2,420 – –	ditto.	ditto.
4	The Vintners Company	21 Nov., 1812	Tacklehouse and wine porters.	16,312 7 10	Mandamus refused, and afterwards this claim was abandoned.	
	Claims for which less was obtained by the Verdict than the Commissioners had previously offered:					
5	Godsell, Edmund, and another	19 March, 1808	Coopers	9,310 – –	1,500 – –	1,350 – –
6	Hibbert, George, and others	18 Nov., 1808	Warehousekeepers	21,686 6 8	4,600 – –	4,215 7 8
7	Sollis, Samuel, and others	29 April, 1808	Gangsmen	19,989 6 8	2,250 – –	2,237 18 6
	Claims for which the same Sums, as previously offered, were obtained by Verdicts:					
8	Brandon, Rebecca, and others	19 March, 1808	Warehousekeepers	61,035 14 –	6,200 – –	6,200 – –
9	Cholmley's executors	23 March, 1810	Leaseholders	5,761 – –	3,116 – –	3,116 – – (By consent.)
10	Davidson, John	13 Nov., 1807	Clerk to a wharfinger	1,500 – –	250 – –	250 – – (Juror withdrawn.)
11	Downe, William	5 June, 1812	Wharfinger	5,500 – –	1,700 – –	1,700 – – (By consent.)
12	Lingham, William	30 April, 1810	Warehousekeeper	75,195 12 9	9,600 – –	9,600 – – (By consent.)
13	Magdalen College	23 March, 1810	Freeholders	4,369 – –	1,618 – –	1,618 – – (By consent.)
	Claims for which larger Sums were obtained by Verdicts than were previously offered:					
14	Blunt, Dame Elizabeth	29 June, 1810	Freeholder	20,000 – –	6,150 – –	7,475 – –
15	Breach, William	23 March, 1810	Wharfinger	27,250 – –	no offer	4,361 18 10
16	Breeds, Thomas, and another	ditto.	Wharfingers	20,000 – –	do.	8,102 18 6
17	Drinkald, John, the elder, and another.	16 June, 1809	Lighterman	28,955 18 –	3,300 – –	3,327 19 –
18	Dunkin, Christopher	5 May, 1309	Leaseholder	12,600 – –	1,400 – –	2,000 – –
19	Elliott, Thomas	23 Nov., 1810	Wharfinger	18,450 11 8	2,300 – –	5,377 – –
20	Gascoigne, James, and another	28 Apr. / 14 Nov. } 1809	Freeholders and warehousekeepers.	6,547 – –	1,150 – –	2,044 16 4
21	Granger, Benjamin, and another	18 Nov., 1814	Lightermen	6,000 – –	200 – –	650 – –
22	Hartley, Thomas	6 July, 1810	Wharfinger	35,134 10 –	5,250 – –	9,523 16 –
23	Hore, Edward	4 July, 1811	do.	28,680 – –	4,000 – –	8,550 – –
24	Humfrey, Ann, and another	21 Nov. 1809	Freeholders and warehousekeepers.	8,900 6 8	2,800 – –	3,377 16 8
25	Jackson, Joseph	22 May, 1810	Wharfinger	10,314 18 9	1,400 – –	2,929 18 6
26	Knowlys, Wm. Cook, & another	29 April, 1808	Sugar coopers	16,354 10 6	7,300 – –	7,680 – –
27	Liddard, Wm. jun.	16 June, 1809	Lighterman	7,581 18 4	1,680 – –	2,480 – –
28	Lucas, Joseph, and another	25 June, 1811	Leaseholders	9,435 16 –	1,870 – –	3,325 – –
29	Manning, Wm., and others	27 Oct., 1807	Warehousekeepers (Mandamus, verdict, and motion for new trial.)	5,070 – –	Precept refused.	802 18 9
30	Mills, James	5 Feb., 1808	Cooper	3,556 2 6	600 – –	765 13 8
31	Pearson, Charles Seymour	22 May, 1810	Wharfinger	38,109 15 8	5,700 – –	15,713 10 8
32	Pitcher, Thomas	25 June, 1813	Shipbuilder	47,500 – –	3,000 – –	5,000 – –
33	Purdy, Jane, and others	28 April, 1809	Warehousekeepers	21,403 6 5	8,400 – –	10,676 4 7
34	Scott, John	28 June, 1808	Wharfinger	68,027 8 7	9,250 – – (Motion for new trial refused.)	11,149 13 6
35	Scott, John	5 May, 1809	do.	1,820 7 6	300 – –	691 – –
36	Silva, Emanuel	6 July, 1810	do.	15,176 – –	900 – –	1,147 10 –
37	Street, Georgius	1 Feb., 1813	Warehousekeeper	4,000 – –	1,000 – –	1,500 – –
38	Viney, William Walter	30 Apr. / 3 Nov. } 1808	do.	21,501 12 6	750 – – (The previous verdict at the Sessions was 5,097l. 6s.)	4,152 17 –
39	West, Samuel	23 March, 1810	do.	6,180 – –	300 – –	668 12 6
40	Wild, John, and another	18 Nov., 1814	Winecoopers and warehousekeepers.	2,256 – –	Disallowed	200 – –
41	Williams, Jas. Rice, & others	29 June, 1810	Freeholders	15,360 10 –	5,150 – –	7,786 6 –
42	Woodard, Edward	6 July, 1810	Leaseholders	7,523 – –	—	1,147 10 –

2.—Copy of the North American Bill of Lading as employed by the Atlantic Transport Company.

(Handed in by Mr. C. J. C. Scott on the Eighteenth Day. See Question 6411.)

Attention of Shippers is called to the Act of Congress of 1851.

"Any person or persons shipping oil of vitriol, unslacked lime, inflammable matches or gunpowder in a ship or vessel taking cargo for divers persons on freight without delivering at the time of shipment a note in writing, expressing the nature and character of such merchandise, to the master, mate or officer, or person in charge of the loading of the ship or vessel, shall forfeit to the United States 1,000 dollars."

New York to London.

Agents.—The Atlantic Transport Company,

108, Fenchurch Street, London, E.C.
3, Prospect Place, Swansea.

No. 1, Broadway, New York.

Shippers' Marks.

_____ Barrels at _____ per barrel, £_____

_____ Bushels at _____ per lbs. £_____

_____ Ft. _____ in. at _____ per 40 c. ft. £_____

Tons | Cwt.
_____ | _____ at _____ per 2,240 lbs. £_____

5 per cent. Primage_____

Charges_____

_____

Total £_____

The Atlantic Transport Company.

Received, in apparent good order and condition, by the Atlantic Transport Line from_____ to be transported by the steamship_____ to sail from the Port of New York and bound for London, with liberty to call at any port or ports in or out of the customary route, or failing shipment by said steamer in and upon a following steamer_____

being marked and numbered as per margin, shipper's weight (quality, quantity, gauge, contents, weight and value unknown), and to be delivered in like good order and condition at the Port of London, or so near thereto as she may safely get, unto_____ or to his or their assigns, he or they paying charges as per margin, also freight and primage, immediately on discharge of the goods, without any allowance of credit or discount, at the rate of _____

gross intaken weight or measurement or gross weight or measurement delivered at steamer's option. 1*l.* sterling to be considered equal to 4·80 dollars United States gold currency, except that when ocean freight is prepaid, when exchange shall be figured at current sight rates. Any freight not paid within seven days from final discharge of the steamer is to bear interest at the rate of five (5) per cent. per annum.

It is mutually agreed that the steamer shall have liberty to sail with or without pilots; that the carrier shall have liberty to convey goods in craft and [or] lighters to and from the steamer at the risk of the owners of the goods; and, in case the steamer shall put into a port of refuge, or be prevented from any cause from proceeding in the ordinary course of her voyage, to tranship the goods to their destination by any other steamer; that the carrier shall not be liable for loss or damage occasioned by perils of the sea or other waters; by fire from any cause or wheresoever occurring; by barratry of the master or crew; by enemies, pirates, or robbers; by arrest or restraint of princes, rulers or people, riots, strikes, or stoppage of labour; by explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery, or appurtenances, or unseaworthiness of the steamer, whether existing at time of shipment, or at the beginning of the voyage, provided the owners have exercised due diligence to make the steamer seaworthy; by heating, frost, decay, putrefaction, rust, sweat, change of character, drainage, leakage, breakage, vermin, or by explosion of any of the goods, whether shipped with or without disclosure of their nature, or any loss or damage arising from the nature of the goods or the insufficiency of packages; nor for inland damage; nor for the obliteration, errors, insufficiency or absence of marks, numbers, address, or description; nor for risk of craft, hulk, or transhipment; nor for any loss or damage caused by the prolongation of the voyage, and that the carrier shall not be concluded as to correctness of statements herein of quality, quantity, gauge, contents, weight, and value. General average payable according to York-Antwerp rules. If the owner of the steamer shall have exercised due diligence to make said steamer in all respects seaworthy and properly manned, equipped, and supplied, it is hereby agreed that in case of danger, damage, or disaster resulting from fault or negligence of the pilot, master, or crew in the navigation or management of the steamer, or from latent or other defects, or unseaworthiness of the steamer, whether existing at time of shipment or at the beginning of the voyage, but not discoverable by due diligence, the consignees or owners of the cargo shall not be exempted from liability for contribution in general average, or for any special charges incurred, but, with the steam-owners, shall contribute in general average and shall pay such special charges as if such danger, damage, or disaster had not resulted from such fault, negligence, latent or other defects, or unseaworthiness.

It is also mutally agreed that this shipment is subject to all the terms and provisions of, and all the exemptions from liability obtained in the Act of

Appendix. 18th Day, No. 2—continued.

Congress of the United States, approved on the 13th day of February, 1893, and entitled "An Act relating to the navigation of vessels," etc.

1. IT IS ALSO MUTUALLY AGREED, that the value of each package receipted for as above does not exceed the sum of one hundred dollars unless otherwise stated herein, on which basis the rate of freight is adjusted.

2. ALSO, that the carrier shall not be liable for articles specified in Section 4281 of the Revised Statutes of the United States unless written notice of the true character and value thereof is given at the time of lading and entered in the bill of lading.

3. ALSO, that shipper shall be liable for any loss or damage to steamer or cargo, caused by inflammable, explosive, or dangerous goods, shipped without full disclosure of their nature, whether such shipper be principal or agent; and such goods may be thrown overboard or destroyed at any time without compensation.

4. ALSO, that the carrier shall have a lien on the goods for all freights, primages, and charges, and also for all fines or damages which the steamer or cargo may incur or suffer by reason of the illegal, incorrect, or insufficient marking, numbering, or addressing of packages or description of their contents.

5. ALSO, that in case the steamer shall be prevented from reaching her destination by quarantine, the carrier may discharge the goods into any depôt or lazaretto, and such discharge shall be deemed a final delivery under this contract, and all the expenses thereby incurred on the goods shall be a lien thereon.

6. ALSO, that the steamer may commence discharging immediately on arrival and discharge continuously, any custom of the port to the contrary notwithstanding, the collector of the port being hereby authorised to grant a general order for discharge immediately on arrival, and if the goods be not taken from the steamer by the consignee directly they come to hand in discharging the steamer the master or steamer's agent to be at liberty to enter and land the goods, or put them into craft, or store at the owner's risk and expense when the goods shall be deemed delivered and steamer's responsibility ended, but the steamer and carrier to have a lien on such goods until the payment of all costs and charges so incurred.

7. ALSO, that if on a sale of the goods at destination for freight and charges, the proceeds fail to cover said freight and charges, the carrier shall be entitled to recover the difference from the shipper.

8. ALSO, that full freight is payable on damaged or unsound goods; but no freight is due on any increase in bulk or weight caused by the absorption of water during the voyage.

9. ALSO, that in the event of claims for short delivery when the steamer reaches her destination, the price shall be the market price at the port of destination on the day of the steamer's entry at the Custom House, less all charges saved.

10. ALSO, that merchandise on wharf awaiting shipment or delivery be at owner's risk of loss or damage not happening through the fault or negligence of the owner, master, agent, or manager of the steamer, any custom of the port to the contrary notwithstanding.

11. ALSO, that this bill of lading, duly endorsed, be given up to the steamer's consignee in exchange for delivery order.

12. ALSO, that freight prepaid will not be returned, goods lost or not lost.

13. ALSO, that parcels for different consignees collected or made up in single packages addressed to one consignee, pay full freight on each parcel.

14. ALSO, that the steamer has liberty to carry live stock on deck and [or] under deck.

15. ALSO, carrier not liable for splits, shakes, or breakage to lumber or logs.

LONDON CLAUSE (A).—The steamer-owners shall, at their option, be entitled to land the goods within mentioned on the quays, or to discharge them in craft hired by them, immediately on arrival, and at consignee's risk and expense, the steamer-owners being entitled to collect the same charges on goods entered for landing at the docks as on goods entered for delivery to lighters. Consignees desirous of conveying their goods elsewhere shall, on making application to the steamer's agents or to the dock company within 72 hours after steamer shall have been reported, be entitled to delivery into consignee's lighters at the following rates, to be paid with the freight to the steamer's agents against release, or to the dock company if so directed by the steamer's agents, viz.:—Following wooden goods in packages—clothes pegs, spade handles, blind rollers, hubs, spokes, wheels and oars, 1/3 per ton measurement; hops, 2/9 per ton weight; lumber and logs, 2/- per ton measurement, or 2/6 per ton weight at steamer's option. All other general cargo except slates, 1/9 per ton weight or measurement at steamer's option; minimum charge one ton. Slates to pay 2/- per ton weight. Cheese may also be removed by consignee's vans within one week after steamer shall have reported, subject to a like payment of 3/3 per ton weight, such sum to include loading up and wharfage. Any single article weighing over one ton to be subject to extra expenses for handling if incurred. All measurement freight to be on the intake caliper measurement, as stated in margin. Freights by weight (grain excepted) to be paid upon the weight stated in margin, or at steamer's option upon landing weight. If weight has been understated, the cost of weighing to be a charge upon the goods. All shipments of lumber and logs which are sent forward on a weight rate will pay freight on the railroad weights furnished at port of shipment. No alteration will be permitted in any weight or freights included in this Bill of Lading except at steamer's option.

(B).—Grain for overside delivery is to be applied for within 24 hours of steamer's docking, or thereafter immediately it becomes clear. In the absence of sufficient consignee's craft, with responsible persons in charge, to receive as fast as steamer can discharge overside into lighters during dock working hours, the Master or Agent may land or discharge into lighters at the risk and expense of the consignee. The steamer-owners may land or discharge continuously day and [or] night, any grain landed or discharged for steamer's convenience during usual dock hours, consignee's craft being duly in attendance, and any grain that may be landed or discharged before or after usual dock hours (whether craft are then in attendance or not) is to be given up free to consignee's craft applying for same within 72 hours from its landing or discharge, otherwise it will be subject to the usual dock charges. An extra freight of 7d. per ton shall be paid to the steamer-owners on each consignment of grain whether any portion be landed or not. The grain to be weighed at time of discharge, either on deck, quay or craft at steamer's option. Working out charges (including weighing) for grain in bulk and [or] steamer's bags to be paid by the consignee with the freight to the steamer's agents or to the dock company, if so directed by the steamer's agents, in exchange for release, at the rate of 1/9 per ton on wheat, maize and heavy grain, 1/11 per ton on barley, and 2/- per ton on oats. Neither party shall be liable for any interference with the performance of the contract herein contained, which is caused by strikes, or lockout of seamen, lightermen, or shore labourers, whether partial or otherwise, nor for any consequences of such strikes or lockout, but in such case the steamer-owners shall be entitled to land or put into craft at the risk and expense of consignee. In case the grain shipped under this Bill of Lading forms part of a larger bulk, each Bill of Lading to bear its proportion of shortage and damage, if any.

These London clauses "A" and "B" are to form part of this Bill of Lading, and any words at variance with them are hereby cancelled.

Craft which are in attendance for delivery under above clauses and stipulations shall wait free of demurrage their regular turn to receive goods or grain as required by steamer-owners, either from steamer or quay or Captain's entry craft.

The steamer-owners shall have the same lien, rights and remedies on goods or grain, referred to in the above clauses or under any other clauses of the Bills of Lading as they have by law in respect of freight.

HAY, ILLUMINATING AND LUBRICATING OIL CLAUSE. Consignees to have craft in attendance immediately on steamer's docking to take delivery from steamer or quay at steamer-owner's option, working continuously day and [or] night, paying in any case 1/3 per ton weight, or otherwise the goods will be put into Captain's entry craft at consignee's risk and expense.

The above clause over-rules anything in the body of this Bill of Lading at variance therewith.

NOTIFICATION CLAUSE.—ALSO, no claims shall, under any circumstances whatever, attach to the steamer or her owners for failure to notify consignees of arrival of goods.

In case the regular steamship service to final port of delivery should be suspended or interrupted, in consequence of ice or other causes, the carrier, at the option of the owner or consignee of the goods, or the holder of the Bill of Lading, may forward the goods to the nearest available port, this to be considered a final delivery; or to store them at the port of London at the risk and expense of the goods until regular service to final port of destination is opened again.

The exceptions and conditions enumerated in this Bill of Lading shall apply not only during the loading and voyage, but during the discharge and until the goods and grain are actually delivered to the consignee and the persons handling the goods and grain in the steamer, on the quays or into lighters, or till delivery to the consignees, or to the dock company, shall be deemed the servants of the steamer-owners.

AND FINALLY, in accepting this Bill of Lading, the shipper, owner and consignee of the goods and the holder of the Bill of Lading, agree to be bound by all of its stipulations, exceptions and conditions, whether written or printed, as fully as if they were all signed by such shipper, owner, consignee or holder.

In witness whereof, the master or agent of the said steamer hath affirmed to Bills of Lading, all of this tenor and date, one of which being accomplished, the others to stand void.

THE ATLANTIC TRANSPORT COMPANY,
Agents.
Per

Dated in NEW YORK, 190

NINETEENTH DAY.

I.—STATEMENT giving PARTICULARS of the DOCKING and UNDOCKING at the several DOCKS belonging to the LONDON AND INDIA DOCKS JOINT COMMITTEE, for the week ending 14th January 1900.

(Handed in by Mr. H. C. Baggallay on the Nineteenth Day. See Question 6703).

ST. KATHARINE DOCK.

DATE.	Tide.	Time of High Water.	Times at which Locks were made.	Vessels dealt with at each Locking. IN. Barges.	Vessels dealt with at each Locking. IN. Ships.	Vessels dealt with at each Locking. OUT. Barges.	Vessels dealt with at each Locking. OUT. Ships.	Loss of Water at each Locking. Over the whole Lock.	Level. From	Level. To.	Vessels dealt with on the level. IN. Barges.	Vessels dealt with on the level. IN. Ships.	Vessels dealt with on the level. OUT. Barges.	Vessels dealt with on the level. OUT. Ships.	Times at which Gates finally closed.
1900:								Inches.							
8 January	A.M.	6.45	–	—	All Ships dealt with on the level.	—	—	Nil.	5.0	6.45	1	1	8	—	9.0
	P.M.	7.10	4.25	2		4	—	3	6.25	7.10	8	—	16	1	7.25
9 January	A.M.	7.30	10.5	4		2	—	2	6.40	7.30	13	2	11	—	11.0
	P.M.	8.20	5.40	5		—	—	2	6.40	8.20	13	1	14	3	9.0
			6.20	3		—	—	3							
10 January	A.M.	8.35	10.30	4		—	—	3	7.30	8.35	12	2	15	—	11.30
			11.20	3		—	—	3							
	P.M.	9.20	7.0	6		3	—	2	7.30	9.20	12	2	17	—	10.0
11 January	A.M.	9.50	8.20	—		4	—	Nil.	8.35	9.50	10	1	23	1	0.15
			11.35	1		5	—	2							
	P.M.	10.50	8.50	5		—	—	3	9.35	10.50	9	1	18	4	Midnight.
12 January	A.M.	11.10	8.40	2		—	—	3	10.10	11.10	13	—	32	—	3.0
			1.40	6		1	—	1							
			2.40	4		—	—	2							
	P.M.	11.55	–	—		—	—	Nil.	10.50	11.55	18	1	10	1	0.30
13 January	A.M.	(No Tide)													
	P.M.	0.25	9.30	3		2	—	2	11.5	0.25	6	1	21	3	3.15
			2.30	2		3	—	2							
14 January	A.M.	0.50	–	—		—	—	—	11.45	0.50	14	1	2	1	1.30
	P.M.	1.15	–	—		—	—	—	0.15	1.15	10	—	5	—	2.0

London Dock—Wapping Entrance.

Particulars of Docking and Undocking for Week ended 14th January 1900.

Date.	Tide.	Time of High Water.	Times at which Locks were made.	Vessels dealt with at each Locking.				Loss of Water at each Locking.	Level.		Vessels dealt with on the level.				Times at which Gates finally closed.
				In.		Out.			From.	To.	In.		Out.		
				Barges.	Ships.	Barges.	Ships.	Off Basin only.			Barges.	Ships.	Barges.	Ships.	
1900:								Inches.							
8 January	A.M.	6.40	—	—		—	—	—	4.30	7.15	3	—	8	—	7.15
	P.M.	7.10	4.15	4		4	—	3	5.45	7.30	6	—	—	1	7.45
			5.15	—		5	—	1							
9 January	A.M.	7.30	—	—		—	—	—	5.30	8.30	2	—	2	—	8.30
	P.M.	8.5	5.30	—		5	—	3	6.15	9.0	7	—	5	—	9.0
10 January	A.M.	8.35	6.0	—		2	—	3	6.30	9.30	9	—	12	—	9.30
	P.M.	9.15	6.45	—		4	—	2	7.10	9.45	10	2	5	—	9.45
1 January	A.M.	9.45	7.0	—		3	—	2	8.0	10.45	3	1	6	—	10.45
	P.M.	10.40	8.0	—		3	—	3	9.0	11.15	7	—	—	—	11.15
12 January	A.M.	11.10	8.15	5		6	—	3	9.20	Noon.	7	—	8	—	Noon.
	P.M.	11.50	9.30	—		4	—	2	10.15	1.0	11	1	1	1	1.0 A.M.
13 January	A.M.	(No Tide)													
	P.M.	0.25	9.30	—		5	—	3	11.20	1.0	13	—	7	—	1.0
14 January	A.M.	0.50	10.45	—		2	—	2	11.10	1.15	7	—	3	1	1.15
	P.M.	1.15	11.15	—		2	—	2	11.50	1.30	6	—	1	—	1.30

All Ships dealt with on the level.

London Dock—Shadwell Entrance.

Particulars of Docking and Undocking for Week ended 14th January 1900.

Date	Tide.	Time of High Water.	Times at which Locks were made.	Vessels dealt with at each Locking.				Loss of Water at each Locking.	Level.		Vessels dealt with on the Level.				Times at which Gates finally closed.
				In.		Out.					In.		Out.		
				Barges.	Ships.	Barges.	Ships.	Off Basin only.	From	To.	Barges.	Ships.	Barges.	Ships.	
1900:								Inches.							
8 Jannary	A.M.	6.45	4.0	—	1	—	—	2	4.30	7.0	3	1	10	—	7.15
	P.M.	7.0	3.55	6	—	13	—	4	5.0	7.30	5	1	30	—	7.40
			5.0	1	—	—	—	1							
9 January	A.M.	7.30	5.15	3	—	5	—	3	6.5	7.30	3	—	4	—	10.50
			10.0	5	—	4	—	5							
	P.M.	8.10	4.30	12	—	—	—	3	6.10	8.10	15	—	34	—	8.50
			5.15	- -	1	—	—	1							
			5.45	- -	1	—	—	½							
			8.35	1	—	—	—	1							
10 January	A.M.	8.10	6.15	7	—	1	—	2	6.25	8.10	—	2	11	1	11.50
			8.45	5	—	—	—	1							
			9.30	4	1	- -	—	2							
			11.0	3	—	—	—	2							
			11.20	6	1	- -	—	3							
	P.M.	9.15	6.20	9	—	—	1	2	7.15	9.15	29	3	28	2	10.35
			9.40	—	1	- -	—	2							

Appendix. 19th Day, No. 1—continued.

11 January	A.M.	9.20	7.15	10	—	1	—	2	8·0	9.20	4	—	2	1	1.0 P.M.
			10.0	—	1	2	—	1							
			12.15	5	—	7	—	2½							
	P.M.	10.45	8.0	6	—	11	—	1½	8·30	10.45	23	—	25	1	10.45
12 January	A.M.	11.15	8.0	5	—	1	—	2	9.30	11.15	4	1	9	—	3.0 P.M.
			9.0	1	—	—	1	1							
			11.40	—	1	2	—	½							
			NOON. 12.0	7	—	—	—	1							
			P.M. 2.30	4	—	—	—	4							
	P.M.	11.50	8.45	5	1	12	—	2	10.20	11.50	25	—	11	—	12.30 or 0.30 A.M.
			9.30	2	1	2	—	1							
13 January	P.M.	12.50	9.15	11	—	4	—	3	10·35	12.30	18	3	10	—	4.0
			10.15	3	1	3	1	1½							
			12.40	6	1	—	—	½							
			4.0	6	—	—	—	2							
14 January	A.M.	12.50	10.15	11	—	2	1	2½	11·20	12.50	15	2	11	3	2.0
	P.M.	1.15	10.30	7	—	2	—	2½	11·45	1.15	12	3	5	1	2.30
			11.0	—	1	—	—	1½							
			11·20	2	1	—	—	1							
			2.20	—	1	—	—	2							

South West India Dock—Blackwall Entrance.

Particulars of Docking and Undocking for Week ended 14th January 1900.

Date	Tide.	Time of High Water.	Time at which Locks were made.	Vessels dealt with at each Locking. In. Barges.	Vessels dealt with at each Locking. In. Ships.	Vessels dealt with at each Locking. Out. Barges.	Vessels dealt with at each Locking. Out. Ships.	Loss of Water at each Locking. Off the Lock.	Level. From.	Level. To.	Vessels dealt with on the Level. In. Barges.	Vessels dealt with on the Level. In. Ships.	Vessels dealt with on the Level. Out. Barges.	Vessels dealt with on the Level. Out. Ships.	Times at which Gates finally closed.
1900								ft. in.							
8 January	A.M.	6.25	3.50	—	—	2	—	6 3 L							
			—	—	—	—	—	—	5.45	6.45	2	—	4	—	6.45
	P.M.	7.0	3.40	—	—	6	—	11 8 L							
			4.10	—	—	—	—	Nil.							
			4.50	—	—	6	—	7 0 L							
			—	—	—	—	—	—	6.0	7.15	1	1	2	—	7.15
9 January	A.M.	7.10	4.45	—	—	9	—	4 0 L							
			5.10	3	—	—	—	Nil.							
			—	—	—	—	—	0 6 B	6.30	8.15	12	—	10	—	8.15
	P.M.	7.50	4.30	—	—	11	—	9 9 L							
			5.0	—	—	3	—	8 2 L							
			5.20	9	—	—	—	Nil.							
			—	—	—	—	—	0 8 B	7.0	8.45	7	—	—	—	8.45
10 January	A.M.	8.15	5.30	—	—	2	—	5 0 L							
			7.0	8	—	—	—	Nil.							
			8.0	—	—	6	—	1 4 L							

			8.15	3	1	—	—	Nil.	No	level.	—	—	—	—	9.15
	P.M.	9.0	5.15	—	—	11	—	5 6 L							
			5.45	7	—	—	—	Nil.							
			—	—	—	—	—	0 4 B	8.0	9.30	2	1	3	1	9.30
11 January	A.M.	9.30	7.0	—	—	4	—	3 9 L							
			—	—	—	—	—	2 6 B	8.0	9.30	1	—	8	2	9.30
	P.M.	10.25	7.15	—	—	10	2	7 3 L						—	
			7.30	6	—	—	—	Nil.							
			—	—	—	—	—	2 8 B	9.0	10.45	1	—	5	1	10.45
12 January	A.M.	10.55	8.0	—	—	8	—	5 0 L							
			8.20	3	—	—	—	Nil.							
			—	—	—	—	—	1 0 B	9.30	11.15	11	—	7	—	11.15
	P.M.	11.30	8.20	—	—	7	—	6 3 L							
			8.50	11	—	—	—	Nil.							
			—	—	—	—	—	2 0 B	10.0	Midnight.	3	1	4	1	Midnight.
13 January	A.M.	(No tide)													
	P.M.	0.5	9.0	—	—	8	—	7 0 L							
			9.20	7	1	—	—	Nil.							
			10.0	—	—	4	—	3 0 L							
			—	—	—	—	—	1 6 B	10.40	1.0	3	2	3	2	1.0
14 January	A.M.	0.40	9.50	—	—	3	—	5 10 L							
	P.M.	1.0	10.30	—	—	2	—	4 2 L	—	—	—	—	—	—	1.20

NOTE.—In "loss of water," L represents off the Lock, and B off the Basin.

West India Docks—Blackwall Entrance.

Particulars of Docking and Undocking for Week ended 14th January 1900.

Date.	Tide.	Time of High Water.	Times at which Locks were made.	Vessels dealt with at each Locking.				Loss of Water at each Locking.	Level.		Vessels dealt with on the Level.				Times at which Gates finally closed.
				In.		Out.					In.		Out.		
				Barges.	Ships.	Barges.	Ships.	Off the Lock.	From.	To.	Barges.	Ships.	Barges.	Ships.	
1900:								Ft. in.							
8 January	A.M.	6.20	3.30	7	—	—	—	8 8	—	—	—	—	—	—	7.0
			5.0	—	—	10	—	2 7							
			6.20	—	1	—	—	Nil.							
			6.30	—	—	1	—	1 7							
	P.M.	6.50	3.45	7	—	—	—	12 9	—	—	—	—	—	—	7.15
			4.30	—	—	23	—	9 3							
			4.45	4	—	—	—	Nil.							
			5.15	—	—	3	1	7 9							
			6.0	4	1	—	—	Nil.							
			6.30	—	—	7	2	2 6							
			6.50	9	—	—	—	1 9							
9 January	A.M.	7.10	4.15	18	—	—	—	8 0	—	—	—	—	—	—	8.15
			4.45	—	—	17	—	6 8							
			6.30	5	—	—	—	Nil.							
			7.0	—	—	6	—	2 5							
			7.40	—	1	—	—	2 1							
	P.M.	7.45	4.15	20	—	—	—	13 3	—	—	—	—	—	—	8.30
			5.30	—	—	20	—	10 3							
			6.15	—	—	8	1	5 3							

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WEST INDIA DOCKS—BLACKWALL ENTRANCE—*continued.*

DATE.	Tide.	Time of High Water.	Times at which Locks were made.	Vessels dealt with at each Locking.				Loss of Water at each Locking.	Level.		Vessels dealt with on the Level.				Times at which Gates finally closed.
				IN.		OUT.					IN.		OUT.		
				Barges.	Ships.	Barges.	Ships.	Off the Lock.	From.	To.	Barges.	Ships.	Barges.	Ships.	
1900:								Ft. in.							
11 January	P.M.	10.15	7.15	15	—	—	—	9 6	—	—	—	—	—	—	10.30
			7.45	—	—	21	—	8 6							
			8.30	—	—	10	1	7 7							
			9.15	8	—	—	—	Nil.							
			10.0	—	—	4	2	5 9							
			10.15	7	—	—	—	2 10							
12 January	A.M.	10.55	7.45	11	—	—	—	11 9		—	—	—	—	—	12.0
			8.15	—	—	20	—	7 10							
			9.0	—	—	13	1	5 9							
			9.45	5	—	—	—	Nil.							
			10.15	—	—	12	—	4 2							
			10.55	5	—	—	—	Nil.							
			11.15	—	1	—	—	3 7							
	P.M.	11.35	8.15	21	—	—	—	12 0	—	2	—	—	—	—	12.45
			9.0	—	—	21	—	10 0							
			9.30	13	—	—	—	Nil.							
			10.0	—	—	12	—	7 1							
			10.30	8	1	—	—	Nil.							
			11.0	—	—	6	1	4 3							
			11.15		—	—	—	Nil.							

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East India Dock—Upper Entrance.

Particulars of Docking and Undocking for Week ended 14 January 1900.

Date.	Tide.	Time of High Water.	Times at which Locks were made.	Vessels dealt with at each Locking.				Loss of Water at each Locking.	Level.		Vessels dealt with on the Level.				Times at which Gates finally closed.
				In.		Out.			From.	To.	In.		Out.		
				Barges.	Ships.	Barges.	Ships.				Barges.	Ships.	Barges.	Ships.	
1900:								Inches.							
8 January	A.M.	6.25	3.50	—	—	1	—	Nil.							
			—	—	—	—	—	—	4.45	6.45	2	—	—	—	6.45
	P.M.	6.55	3.30	—	—	5	—								
			4.10	—	—	6	—	1 D							
			4.20	5	—	—	—	Nil.							
			5.0	—	—	6	—	1 D	5.55	7.15	17	—	10	—	7.15
January	A.M.	7.15	4.30	—	—	3	—								
			—	—	—	—	—	—	6.5	7.45	21	—	5	1	7.45
	P.M.	8.0	4.25	—	—	6	—								
			4.40	5	—	—	—	1 D							
			5.15	—	—	7	—								
			5.50	—	—	6	—	2 B							
			6.35	—	—	6	—	2 B							
			—	—	—	—	—	—	6.50	8.15	22	—	5	—	8.15
10 January	A.M.	8.15	6.0	—	—	5	—								
			6.35	—	—	2	—	2 B	7.10	8.45	14	—	—	—	8.45
	P.M.	8.55	5.15	—	—	6	—								
			6.0	—	—	5	—	2 B							
			6.30	—	—	4	—	1 B	7.20	9.30	21	—	5	—	9.30

11 January	A.M.	9.20	7.10	—	—	5	—								
			—	—	—	—	—	—	8.20	10.0	25	—	5	—	10.0
	P.M.	10.15	6.30	—	—	6	—								
			7.10	—	—	5	—	3 B							
			7.45	—	—	5	—	3 B							
			8.40	7	—	—		4 B							
			—	—	—	—	—	—	9.30	10.45	16	—	3	—	10.45
12 January	A.M.	10.55	8.15	—	—	6	—								
			9.0	—	—	5	—	2 B							
			9.20	6	—	—	—	4 B							
			—	—	—	—	—	—	10.0	11.30	3	—	—	1	11.30
	P.M.	11.25	8.0	—	—	—	—								
			8.35	5	—	—	—	2 B							
			9.0	—	—	4	—								
			10.0	5	—	—	—	5 B							
			—	—	—	—	—	—	10.40	11.45	13	—	10	—	11.45
13 January	P.M.	12.5	8.45	—	—	6	—								
			9.30	—	—	6	—	2 B							
			10.5	—	—	4	—	3 B							
			—	—	—	—	—	—	10.45	12.30	13	1	2	—	12.30
14 January	A.M.	12.30	9.15	—	—	5	—								
			10.20	6	—	—	—	2 B							
			10.45	—	—	4	—								
			—	—	—	—	—	—	11.30	1.0	11	—	—	—	1.0
	P.M.	12.55	11.15	—	—	2	—								
			—	—	—	—	—	—	12.5	1.15	6	1	2	1	1.15

NOTE.—In "loss of water" D represents from whole area of Dock, and B from Basin only.

With both entrances locking at same time the loss of water shown is that caused by both locks working.

East India Dock—Lower Entrance.

Particulars of Docking and Undocking for Week ended 14 January 1900.

Date.	Tide.	Time of High Water.	Times at which Locks were made.	Vessels dealt with at each Locking.				Loss of Water at each Locking.	Level.		Vessels dealt with on the Level.				Times at which Gates finally closed.
				In.		Out.			From.	To.	In.		Out.		
				Barges.	Ships.	Barges.	Ships.				Barges.	Ships.	Barges.	Ships.	
1900:								Inches.							
8 January	A.M.	6.25	—	—	—	—	—	—	4.45	6.45	—	—	—	1	6.45
	P.M.	6.55	3.30	—	—	3	—								
			4.0	—	—	3	—								
			4.30	—	—	3	—								
			4.50	—	—	3	—	1½ D							
			5.15	—	—	2	—	1 D							
			—	—	—	—	—	—	5.55	7.15	—	—	—	—	7.15
9 January	A.M.	7.15	—	—	—	—	—	—	6.5	7.45	1	1	—	—	7.45
	P.M.	8.0	6.15	—	—	2	—	2½ B	6.0						
			—	—	—	—	—	—	6.50	8.15	1	—	4	—	8.15
10 January	A.M.	8.15	—	—	—	—	—	—	7.10	8.45	—	—	—	1	8.45
	P.M.	8.55	5.50	—	—	2	—	2 B							
			6.40	—	—	3	—	1 B							
			—	—	—	—	—	—	7.20	9.30	—	—	1	—	9.30
11 January	A.M.	9.0	—	—	—	—	—	—	8.20	10.0	—	2	—	2	10.0
	P.M.	10.15	6.45	—	—	2	—								
			7.30	—	—	3	—	3 B							
			8.0	—	—	1	—	3 B							
			—	—	—	—	—	—	9.30	10.45	—	—	—	—	10.45
12 January	A.M.	10.55	—	—	—	—	—	—	10.0	11.30	—	1	—	1	11.30
	P.M.	11.25	8.15	—	—	2	—								
			9.40	—	—	2	—	4 B							
			—	—	—	—	—	—	10.40	11.45	—	—	—	—	11.45
13 January	P.M.	12.5	—	—	—	—	—	—	10.45	12.30	—	1	2	2	12.30
14 January	A.M.	12.30	—	—	—	—	—	—	11.30	1.0	—	3	—	—	1.0
	P.M.	12.55	—	—	—	—	—	—	12.5	1.15	—	1	—	—	1.15

NOTE.—In "loss of water" D represents from whole area of Dock, and B from Basin only.
With both entrances locking at same time the loss of water shown is that caused by both locks working.

Particulars of Docking and Undocking for Week ended 14 January 1900.

DATE.	Tide.	Time of High Water.	Times at which Locks were made.	Vessels dealt with at each Locking. IN. Barges.	IN. Ships.	OUT. Barges.	OUT. Ships.	Loss of Water at each Locking. Off the Basin.	Level. From.	Level. To.	Vessels dealt with on the level. IN. Barges.	IN. Ships.	OUT. Barges.	OUT. Ships.	Times at which Gates finally closed.
1900:								ft. in.							
8 January	A.M.	6.30	—	—	—	—	—	Nil.	6.0	6.30	6				
			5.55	—	—	4	—	1 5	—	—	—	—	—	—	6.30 A.M.
	P.M.	6.45	3.25	—	—	14	—	0 5							
			4.0	—	—	17	—	0 4							
			4.30	—	—	15	—	0 3							
			5.35	—	—	12	—	0 6							
			—	—	—	—	—	0 3	6.10	7.25	75	—	1	1	7.25 P.M.
9 January	A.M.	7.15	4.25	—	—	14	—	1 0							
			4.55	—	—	9	—	0 7							
			5.45	12	—	—	—	1 4							
			—	—	—	—	—	0 1	5.50	7.30	75	—	2	—	7.30 A.M.
	P.M.	7.45	4.20	—	—	16	—	0 8							
			5.10	—	—	16	—	0 9							
			5.50	—	—	10	—	0 8							
			6.30	17	—	—	—	1 5							
			—	—	—	—	—	0 9	6.40	8.30	48				
			8.30	—	—	2	—	0 1							
			8.50	4	—	—	—	0 2	—	—	—	—	—	—	8.50 P.M.
10 January	A.M.	8.20	5.0	—	—	6	—	0 6							
			5.55	—	—	10	—	2 0							
			6.50	—	—	17	—	0 6							
			—	—	—	—	—	1 4	7.15	8.55	68	1	1	1	
			8.55	—	—	4	—	0 2							
			9.10	1	—	—	—	0 2	—	—	—	—	—	—	9.15 A.M.
	P.M.	8.50	5.30	—	—	14	—	0 3							
			6.25	—	—	14	—	0 2							
			7.0	—	—	16	—	1 5							
			7.45	—	—	17	—	0 4							
			8.0	—	—	5	—	0 6							
			—	—	—	—	—	Nil.	8.10	9.35	77	—	—	1	9 35 P.M.
11 January	A.M.	9.30	6.20	—	—	9	—	0 8							
			7.15	—	—	14	—	0 10							
			8.0	—	—	16	—	1 0							
			—	—	—	—	—	1 3	8.40	10.0	62	—	1	1	
			10.5	4	—	—	—	0 2	—	—	—	—	—	—	10.10 A.M

ROYAL VICTORIA DOCK—WESTERN ENTRANCE—*continued.*

DATE.	Tide.	Time of High Water.	Times at which Locks were made.	Vessels dealt with at each Locking.				Loss of Water at each Locking. Off the Basin.	Level.		Vessels dealt with on the level.				Times at which Gates finally closed.
				IN.		OUT.			From.	To.	IN.		OUT.		
				Barges.	Ships.	Barges.	Ships.				Barges.	Ships.	Barges.	Ships.	
1900.								ft. in.							
11 January	M.	10.15	6.40	—	—	15	—	0 3							
			7.20	—	—	17	—	0 4							
			8.0	—	—	17	—	0 5							
			8.25	—	—	8	—	0 3							
			9.0	—	—	—	1	1 0							
			9.20	—	—	—	1	0 9							
			—	—	—	—	—	0 5	9.40	10.50	89	1	—	—	10.55 P.M.
12 January	A.M.	10.45	7.40	—	—	17	—	0 8							
			8.20	—	—	11	—	0 9							
			9.0	—	—	18	—	1 0							
			9.30	—	—	15	—	0 4							
			10.0	—	—	12	—	0 3							
			—	—	—	—	—	—	10.15	10.40	39	—	—	—	11.5 A.M
	P.M.	11.30	7.50	—	—	17	—	0 3							
			8.35	—	—	18	—	0 10							
			9.15	—	—	17	—	1 0							
			9.50	—	—	14	—	0 6							
			10.15	—	—	13	—	0 5							
			—	—	—	—	—	0 3	11.0	A.M. 12.10	71	1	—	—	12.10 A.M
13 January	A.M.	NOON	8.45	—	—	18	—	0 9							
			9.20	—	—	17	—	1 0							
			10.0	—	—	16	—	0 5							
			10.30	—	—	10	—	0 2							
			—	—	—	—	—	—	11.10	P.M. 12.15	36	1	5	—	12.15 P.M.
	No P.M Tide on the 13th.														
			P.M.												
14 January	A.M	12.30	9.15	—	—	17	—	0 8							
			10.15	—	—	16	—	0 10							
			10.45	—	—	13	—	1 0							
			—	—	—	—	—	1 0	P.M. 11.25	A.M. 1.0	71	—	—	1	1.0 A.M.
			A.M.												
	P.M	1.0	10.25	—	—	12	—	0 6							
			11.0	—	—	2	1	0 10							
			11.50	15	—	—	—	0 3							1.15 P.M.

Royal Albert Dock—Galleons Entrance.

Particulars of Docking and Undocking for Week ended 14th January 1900.

Date.	Tide.	Time of High Water.	Times at which Locks were made.	Vessels dealt with at each Locking.				Loss of Water at each Locking.		Level.		Vessels dealt with on the level.				Times at which Gates finally closed.
				In.		Out.				From.	To.	In.		Out.		
				Barges.	Ships.	Barges.	Ships.	Off Lock.				Barges.	Ships.	Barges.	Ships.	
1900:								ft.	in.							
8 January	A.M.	6.10	5.15	—	—	5	—	5	2							
			5.40	2	—	—	—	3	4	—	—	—	—	—	—	6.30 A.M.
	P.M.	6.35	2.55	17	—	—	—	15	7							
			3.50	—	1	—	—	11	6							
			4.40	—	—	24	—	8	9							
			4.45	—	1	—	—	7	11							
			5.40	6	—	—	—	4	5							
			5.45	—	1	—	—	4	2							
			6.50	—	1	5	—	2	0	—	—	—	—	—	—	7.15 P.M.
9 January	A.M.	7.15	5.50	—	—	16	—	3	8							
			6.10	—	—	28	—	2	11							
			6.45	—	—	—	1	2	4							
			7.40	25	—	—	—	3	6							
			8.5	—	—	—	1	4	10							
			8.45	—	—	6	—	7	5	—	—	—	—	—	—	8.45 A.M.
	P.M.	7.45	5.10	—	—	30	—	9	2							
			5.50	—	1	—	—	10	2							
			6.0	—	—	18	—	9	2							
			6.35	—	—	—	1	3	10							
			6.50	—	—	15	—	3	6							
			7.30	27	—	—	—	2	0							
			8.25	—	—	6	—	4	0	—	—	—	—	—	—	8.45 P.M.

ROYAL ALBERT DOCK—GALLEONS ENTRANCE—*continued.*

DATE.	Tide.	Time of High Water.	Times at which Locks were made	Vessels dealt with at each Locking.				Loss of Water at each Locking.		Level.		Vessels dealt with on the level.				Times at which Gates finally closed.
				IN.		OUT.						IN.		OUT.		
				Barges.	Ships.	Barges.	Ships.	Off Lock.		From.	To.	Barges.	Ships.	Barges.	Ships.	
1900:																
10 January	A.M.	8.0	6.45	—	—	21	—	4	5							
			7.35	—	—	27	—	3	11							
			8.0	—	—	—	1	3	8							
			8.45	—	—	4	1	4	3							
			8.55	21	—	—	—	4	3							
			9.20	—	—	—	1	5	4							
			9.45	—	—	—	1	7	3							
			10.10	—	1	—	—	2	6	—	—	—	—	—	—	10.30 A.M.
	P.M.	8.30	6.30	—	—	12	—	12	10							
			6.35	—	—	31	—	5	5							
			7.10	16	—	—	—	4	6							
			7.20	—	1	—	—	4	1							
			8.20	—	—	18	—	2	0							
			8.40	6	—	—	—	2	1	—	—	—	—	—	—	9.0 P.M.
11 January	A.M.	9.10	8.35	—	—	34	—	4	6							
			9.25	—	—	—	1	4	3							
			9.35	22	—	—	—	4	2							
			9.55	—	1	—	—	0	5							
			10.35	—	1	—	—	5	8							
			10.35	—	—	12	—	6	0	—	—	—	—	—	—	11 A.M.
	P.M.	10.5	7.30	—	1	—	—	9	2							
			8.30	—	—	27	—	6	4							
			9.5	22	—	—	—	4	11							
			10.15	—	1	—	—	3	2							
			10.20	—	—	5	—	3	4	—	—	—	—	—	—	11.30 P.M.

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ROYAL ALBERT DOCK—GALLEONS ENTRANCE—*continued.*

Date.	Tide.	Time of High Water.	Times at which Locks were made	Vessels dealt with at each Locking.				Loss of Water at each Locking.	Level.		Vessels dealt with on the level.				Times at which Gates finally closed.
				IN.		OUT.			From.	To.	IN.		OUT.		
				Barges.	Ships.	Barges.	Ships.	Off Lock.			Barges.	Ships.	Barges.	Ships.	
								ft. in.							
1900:															
14 January	A.M.	12.15	10.40	—	—	17	—	5 7	—	—	—	—	—	—	3.15 P.M.
			11.10	25	—	—	—	3 11							
			11.15	—	—	—	1	4 0							
			12.10	13	—	—	—	1 11	—	—	—	—	—	—	12.30 A.M.
	P.M.	12.50	10.35	—	—	—	1	7 8							
			11.40	—	—	—	1	3 8							
			11.50	20	—	—	—	3 0							
			12.10	—	1	—	—	1 4							
			12.40	—	1	—	—	1 8							
			12.55	—	—	—	2	1 9							
			1.0	—	1	—	—	1 9	—	—	—	—	—	—	1.10 P.M.

Tilbury Dock

Particulars of Docking and Undocking for Week ended 14 January, 1900

Date.	Tide.	Time of High Water.	Times at which Locks were made.	Vessels dealt with at each Locking.				Loss of Water at each Locking.	Level.		Vessels dealt with on the Level.				Times at which Gates finally closed.
				In.		Out.			From.	To.	In.		Out.		
				Barges.	Ships.	Barges.	Ships.	Off Inner Docks.			Barges.	Ships.	Barges.	Ships.	
1900:		H.M.	A.M.					Inches.	A.M.	A.M.					
8 January	A.M.	5.50	6.30	3	—	—	—	Nil.	5.0	5.35	7	—	1	—	
			8.40	—	1	—	—	1							
			P.M.												
	P.M.	6.35	12.40	—	—	14	—	4							Lock gates are never finally closed at Tilbury Locking going on during the whole 24 hours.
			2.0	—	1	—	—	5							
			2.50	—	—	2	—	1							
			3.45	12	1	—	—	5	P.M.	P.M.					
			5.30	—	—	15	1	2	5.35	6.35	18	1	6	1	
			8.15	—	—	4	1	2							
			9.45	—	—	—	1	1							
				15	3	35	3				25	1	7	1	
			A.M.	1 hopper											
9 January	A.M.	6.35	12.15	1	—	—	—	5							
			1.30	—	—	18	—	1							
			2.30	21	—	—	—	4							
			3.15	—	—	4	—	2	A.M.	A.M.					
			5.0	22	—	—	—	1	5.20	6.35	—	—	—	1	
			7.45	—	—	4	—	1							
			10.25	—	—	7	—	Nil.							
			11.45	—	—	8	1	,,							
			P.M.												
	P.M.	7.25	2.0	25	—	—	—	2							
			3.40	—	—	21	—	Nil.							
			4.20	9	—	—	—	1	P.M.	P.M.					
			4.50	—	—	5	—	1	6.15	7.25	1	—	9	—	
			11.20	—	—	2	—	3							
				78 & 1 hopper	—	69	1				1	—	9	1	
			A.M.												
10 January	A.M.	7.30	1.0	—	—	27	—	3							
			1.45	14	—	—	—	4							

TILBURY DOCK—*continued.*

DATE.	Tide.	Time of High Water.	Times at which Locks were made.	Vessels dealt with at each Locking.				Loss of Water at each Locking.	Level.		Vessels dealt with on the Level.				Times at which Gates finally closed.
				IN.		OUT.					IN.		OUT.		
				Barges.	Ships.	Barges.	Ships.	Off Inner Docks.	From.	To.	Barges.	Ships	Barges.	Ships.	
1900:		H.M.	A.M.					Inches.							
10 January	A.M.	7.30	3.45	—	—	4	—	Nil.							
			4.20	10	—	—	—	2							
			8.10	—	1	—	—	Nil.							
			10.20	—	1	—	—	1							
			11.30	9	—	—	—	2	No	Level					
	P.M.	8.25	P.M. 12.50	—	—	—	1	2							
			4.25	—	—	5	—	1							
			4.35	—	—	19	—	2							
			5.20	—	—	4	1	2							
			5.30	13	—	—	—	2	P.M. 6.45	P.M. 8.25	1	—	26	1	
			9.45	—	—	1	1	Nil.							
				46	2	60	3				1	—	26	1	
1 January	A.M.	9.5	A.M. 4.20	—	—	2	—	1							
			5.20	30	—	—	—	2							
			7.20	—	—	1	1	1							
			8.15	—	—	—	1	2							
		9.5	8.50	9	—	—	—	1							
			2.35	—	—	1	1	2							
			10.40	—	1	—	—	1							

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TILBURY DOCK—*continued.*

DATE	Tide.	Time of High Water.	Times at which Locks were Made.	Vessels dealt with at each Locking. IN. Barges.	IN. Ships.	OUT. Barges.	OUT. Ships.	Loss of Water at each Locking. Off Inner Docks.	Level. From.	Level. To.	Vessels dealt with on the Level. IN. Barges.	IN. Ships.	OUT. Barges.	OUT. Ships.	Times at which Gates finally closed.
1900:		H.M.	A.M.					Inches.							
13 January	A.M.	11.40	12.50	—	—	tug and hopper.	1	Nil.							
			6.30	—	—	6	—	Nil.							
			8.15	28	—	—	—	1							
			9.0	—	—	tug.	—	Nil.	A.M. 10.15	A.M. 11.40	3	—	2	1	
	P.M.	11.55	P.M. 3.0	—	—	17	—	Nil.							
			3.35	—	—	1	1	Nil.							
			3.45	1	—	—	—	2							
			4.50	—	1	—	—	3							
			6.15	—	—	13	1	Nil.							
			6.40	6	—	—	—	3							
			6.50	—	—	2	—	Nil.							
			7.40	—	—	20	1	Nil.							
			8.20	—	1	—	—	3							
			9.50	—	—	2	—	Nil.	P.M. 10.50	P.M. 11.55	30	—	—	—	
				35	2	61 hopper and 2 tugs.	4				33	—	2	1	
			A.M.												
14 January	A.M.	0.0	2.40	—	—	1	—	Nil.							
			4.35	—	—	1	—	Nil.							
			6.25	—	—	1	—	Nil.							
			8.0	6	1	—	—	2	A.M. 11.20	A.M. 12.20	4, 2 hoppers and 1 tug.	1	—	1	
	P.M.	H.M. 12.20	P.M. 2.30	—	—	hopper	—	Nil.							
			7.50	hopper	—	—	—	3							
				6 and 1 hopper.	1	3 and 1 hopper.	—				4, 2 hoppers and 1 tug.	1	—	1	

Appendix. 19th Day, No. 2.

2.—STATEMENT showing the ACTUAL TIME OCCUPIED in DISCHARGING some of the LARGER VESSELS frequenting the TILBURY and ALBERT and VICTORIA DOCKS of the LONDON AND INDIA DOCKS JOINT COMMITTEE during the year 1900 and also the AVERAGE NUMBER of TONS of GOODS DISCHARGED per HOUR.

(Compiled from the Records kept by the London and India Docks Company.)

(*Handed in by Mr. Thomas Hardy on the Nineteenth Day. See Question 6905.*)

I.—TILBURY DOCK.

Date of Entry.	Ship's Name.	Line.	Register Tonnage.	Out-turn Tonnage.	Hours under Discharge.	Average Tonnage Discharge per Hour.	Remarks.
1900.							
7 March	Historian	Harrison Line	4,455	4,365	26	168	
24 March	Senator	Harrison Line	3,049	2,376	15	158	
10 August	Statesman	Harrison Line	4,003	2,178	18	121	
31 July	Awa Maru	Nippon Yusen Kaisha	3,912	2,780	47	59	
15 August	Inaba Maru	Nippon Yusen Kaisha	3,835	2,950	58	51	
2 April	Derbyshire	Bibby Line	4,237	4,008	77	52	
6 June	Staffordshire	Bibby Line	3,851	3,448	53	65	
8 October	Cheshire	Bibby Line	3,663	2,555	49	52	
25 September	Europe	Atlantic Transport Line	3,400	5,900	76	78	
18 October	Manitou	Atlantic Transport Line	4,384	5,400	78	69	
2 October	Minnehaha	Atlantic Transport Line	8,651	11,091	63	176	
11 February	Bohemia	Anchor Line	2,061	2,623	24	109	
20 March	Dalmatia	Anchor Line	2,109	3,150	33	95	
30 May	Hornby Castle	Anchor Line	2,359	4,373	57	118	

II.—ROYAL ALBERT AND VICTORIA DOCKS.

1900.							
21 September	City of Oxford	Montgomerie and Workman	2,603	2,956	41	72	
1 October	City of Venice	Montgomerie and Workman	2,229	2,654	37	72	
13 October	City of Sparta	Montgomerie and Workman	3,339	4,712	48	98	
11 April	Borneo	Peninsula and Oriental Steam Navigation Company.	2,944	3,280	Days. 4	*82	*At the rate of 10 hours work per day.
29 May	Palawan	Peninsula and Oriental Steam Navigation Company.	2,996	4,150	5	*83	
5 August	Socotra	Peninsula and Oriental Steam Navigation Company.	3,896	4,563	Hours. 5	*91	
2 October	Hurona	Thomson Line	2,150	2,920	42	60	
12 October	Dargai	Thomson Line	2,297	4,075	45	90	
19 October	Fremona	Thomson Line	1,876	2,055	29	71	
7 January	Hector	Ocean Steam Navigation Company.	3,006	2,234	28	80	
9 February	Patroclus	Ocean Steam Navigation Company.	3,547	4,163	83	50	
7 May	Calchas	Ocean Steam Navigation Company.	4,278	3,403	68	50	
8 January	Sylviana	Furness, Withy & Co.	2,714	6,064	92½	66	
4 February	Hillglen	Furness, Withy & Co.	2,501	5,683	74	77	
15 March	Greenbrier	Furness, Withy & Co	1,818	3,150	43	73	
5 September	Ribston	Thomson Line	2,185	4,250	43	99	
24 September	Freshfield	Thomson Line	1,750	3,435	41	84	
11 October	Zulu	Bucknall Bros.	1,787	3,540	39	91	
12 October	Marquette	Atlantic Transport Company	4,536	5,933	35½	167	
November	Golconda	Gray, Dawes & Co.	3,761	3,040	60	51	

Appendix. 19th Day, No. 3.

3.—STATEMENT showing the AVERAGE NUMBER of DAYS VESSELS entering the DOCKS of the LONDON AND INDIA DOCKS JOINT COMMITTEE in one MONTH (23rd July to 21st August 1900) *remained in dock* from first date of entering to finally quitting, showing *separately* the number of *working days* vessels were under *discharge, waiting* or *loading.*

(Compiled from the Records kept by the London and India Docks Company.)

(*Handed in by Mr. Thomas Hardy on the Nineteenth Day. See Question 6905.*)

1. From	2. Number of Vessels.	3. Average net Tons.	4. Days waiting before discharge.		5. Days under discharge.	6. Days waiting after discharge, including dry dock.		7. Days loading.	8. Total days in Dock.	
			Vessels.	Average days.		Vessels.	Average days.		Vessels.	Average days.
Steamers discharging only:—										
Australia	1	1,993	—	—	5	—	67	—	—	72
Bombay	2	3,348	—	—	8	—	—	—	—	8
Calcutta	7	3,342	—	—	4·14	—	—	—	—	4·14
China and Japan	2	3,489	—	—	5	1	3	—	1	8
									1	5
France and Spain	7	549	—	—	2·28	—	—	—	—	2·28
Morocco	1	947	—	—	2	—	2	—	—	4
Madras	3	1,672	—	—	4	—	—	—	—	4
Mediterranean Ports	3	1,907	—	—	7·33	1	56	—	1	65
									2	6·50
North of Europe	7	918	1	2	3·57	—	—	—	1	5
									6	3·66
Persian Gulf	1	1,901	—	—	7	—	—	—	—	7
Rangoon	1	2,744	—	—	6	—	—	—	—	6
United States and Canada	19	3,112	—	—	6	2	5·50	—	2	13·50
									17	5·77
South African Ports (includes transports.)	4	4,032	—	—	1	—	8·75	—	—	9·75
South America	5	1,908	1	1	4·20	1	1	—	1	5
									4	4·50
West Indies	1	1,581	—	—	8	—	—	—	—	8
Coastwise	34	695	—	—	2·18	—	—	—	—	2·18
Steamers loading only:—										
For sundry Ports	11	2,003	—	—	—	2 (waiting before loading.)	8·50	6·36	2	15
									9	6·33
Steamers discharging and loading:—										
Bombay	1	3,529	—	—	10	—	—	13	—	23
Australia	8	3,354	—	—	7·87	—	5·75	6·87	1	15
									7	21·28
Calcutta	4	2,879	—	—	6·25	—	6·50	7·25	—	20
China and Japan	5	3,286	—	—	6·6	3	3·33	6·40	3	17·66
									2	11
Morocco	2	1,028	—	—	1·50	—	—	3	—	4·50
New Zealand	7	3,426	—	—	16·71	—	3·43	14·28	—	34·28
North of Europe	86	525	—	—	·95	—	—	·91	—	1·86
France and Spain	8	1,175	—	—	2·75	3	4·33	3·75	5	5·40
									3	12·66
South African Ports (includes transports).	8	2,940	—	—	2·25	—	7·25	8·62	—	18·12
United States and Canada	21	2,930	—	—	5	4	6	3·24	4	14·75
									17	8·12
Coastwise	58	538	1	1	1·59	6	1	1·50	—	3 21
SAILING SHIPS ONLY.										
Sailing Ships Discharging only:—										
Australia	2	1,420	—	2	18·50	—	6	—	—	26·50
Norway	10	413	4	1·50	11·20	9	2·88	—	6	13·50
									3	16·33
New Zealand	1	2,203	—	—	27	—	45	—	1	14
West Indies	2	365	—	3	11	—	4·50	—	—	72
									—	18·50
Sailing Ships loading only:—										
For sundry Ports	2	1,203	—	—	—	—	—	20·50	—	20·50
Sailing Ships Discharging and Loading:—										
Australia	4	1,789	3	1·33	20·75	3	4	22	2	5·50
									1	51
New Zealand	1	1,245	—	—	20	—	15	10	1	35
									—	45
San Francisco	2	1,486	1	3	22	1	2	13	1	32
West Indies	1	276	—	2	7	—	—	15	1	43
									—	24

TWENTIETH DAY.

1.—TABLE showing NUMBER and TONNAGE of STEAMERS of 100 Tons Gross and Upwards belonging to certain Countries during the years 1886, 1893, and 1900.

Extracted from "Lloyd's Register Book."

(*Handed in by Mr. J. G. Broodbank on the Twentieth Day. See Question 7017.*)

Country.	1886.			1893.			1900.		
	No.	Tonnage Net.	Tonnage Gross.	No.	Tonnage Net.	Tonnage Gross.	No.	Tonnage Net.	Tonnage Gross.
British—United Kingdom	5,020	3,897,165	6,162,117	6,227	5,609,387	9,028,258	7,020	7,072,401	11,513,759
British—Colonies	692	223,968	377,506	848	314,872	516,136	*910	378,925	635,331
British—Total	5,712	4,121,133	6,539,623	7,075	5,924,259	9,544,394	7,930	7,451,326	12,149 090
America—United States	388	358,653	495,862	460	434,336	630,646	*932	1,031,216	1,454,966
Austro-Hungary	115	87,453	132,461	153	127,677	207,846	214	240,808	387,471
Danish	206	93,311	142,839	243	112,756	184,528	369	240.599	412,273
Dutch	152	130,317	190,445	211	202,755	297,198	289	307,574	467,209
French	508	492,692	738,141	537	467,025	855,798	662	542,305	1,052 193
German	559	409,558	603,917	869	768,789	1,125,952	1,209	1,344,605	2,159,919
Italian	153	123,003	195,305	229	201,932	319,327	312	343,020	540,349
Japanese	104	49,958	77,741	272	94,569	151,773	484	303,303	488,187
Norwegian	282	104,704	140,427	542	263,813	371,844	806	467,123	764,683
Russian	209	106,741	151,260	242	124,582	211,664	496	292,277	469,496
Spanish	401	239,148	361,006	414	288,935	445,745	422	416,882	642,231
Swedish	421	114,824	149,794	532	164,955	222,152	678	260,023	418,550

* Including steel and iron vessels trading on the Great Lakes of North America.

2.—REPORTS on the PORTS OF ANTWERP, HAMBURG, CUXHAVEN, BREMERHAFEN, BREMEN, AMSTERDAM, ROTTERDAM, HAVRE, and DUNKIRK.

(*Handed in by Mr. J. G. Broodbank on the Twentieth Day. See Question 7017.*)

ANTWERP.

The Port of Antwerp is about 60 miles from the mouth of the River Scheldt, *i.e.*, about the same distance as London is from the mouth of the Thames.

The accommodation at the port for shipping consists of river quays and docks. The river has sand banks, and is winding, and vessels drawing 16 feet can come up at any time of the tide, but it is well buoyed, and is deep at the existing quays, where there are several berths with 30 feet of water and none with less than 26½ feet. The "Southwark," a vessel of 5,642 tons net and 8,607 tons gross, drawing 28½ feet of water, on her arrival, was recently able to get into her berth two hours after high water.

The length of river quays is 11,000 feet. Additional quays are being made above the present quays of a length of about 6,500 feet.

There are eight docks and three basins, the docks varying in size from 6 acres to 33 acres. The total area is about 170 acres. The total length of quays in the docks is about 36,000 feet.

The number of berths provided by the whole of the accommodation is 98. Business is so prosperous that there are generally 40 vessels waiting for a berth.

The width of the widest dock entrance is 78 feet. The maximum depth of the entrance to the docks is only 21 feet, although some of the newer docks are themselves as deep as 26 feet. A deeper entrance was in hand so far back as 1887, but owing to an accident the works were stopped, and have since been at a standstill waiting for a definite settlement of the question of extension referred to later on. The present rule is that all large vessels are berthed at the riverside quays, and do not enter the docks except for dry-docking when light.

There are six dry docks, of which one only can take a ship 510 feet long. No longer dock could be constructed connected with the existing docks without spoiling present accommodation. It was admitted that better dry dock accommodation is necessary, but no definite scheme has yet been settled. The arrangements for working the dry docks seem to be the same as those in London.

The river quays are fitted throughout with sheds with a width of about 175 feet. At varying intervals they are divided by spaces sufficient only to allow of railway trucks passing from the front rails to the back of the shed by traverses or turntables. The sheds are open sheds constructed with wrought iron columns and corrugated iron roofs. The floors of the sheds are on a level with the quay, railway, and road, and are paved with rough granite setts, very good for heavy vehicular traffic, but not suitable for hand trucking. In the first sheds constructed there was only a single line of rails between the sheds and the quay front, running under hydraulic cranes, but this was not found sufficient for the business done, and the latest sheds are made with two lines of rails. Those now being made will probably have three lines of rails. There is also a line of rails inside the sheds at the back, and four lines between the back of the sheds and the public road.

The authorities are not satisfied with the existing open sheds, and they propose to have sliding doors. They also propose to have a double line of sheds of the same width, viz., 350 feet in all, the front shed being used for goods to be loaded into the ship, and the back shed for goods discharged from the ship. The lines of rails will be correspondingly increased.

Appendix. — 20th Day, No. 2— continued.

On being asked for an opinion as to double storied sheds, M. Bulcke, the harbour master, said that he would prefer them, but that the owners of the property immediately opposite the river objected to their view being interfered with, and were strong enough to bring such pressure to bear on the town council as to stop it. M. Royer, the engineer, on the other hand, appeared to prefer the system of having two adjoining sheds on one floor, both on the ground of ease of working and economy in construction.

All the cranes used for the discharge of ships are hydraulic travelling cranes. There are 168 in use, and 30 more are being made. Those on the river quay and most of them in the docks are of the overhead travelling type, with lines of rails running underneath them as at Tilbury. The cranes are generally of two powers, viz., one and two tons. The old cranes made by Armstrongs 22 years ago, similar to those at the Albert Dock, are still considered to be the best. The only fault found with them is that the body is closed, and will not permit of railway trucks going underneath.

Elevators and transporters for the discharge of grain are not yet generally in use. There was trouble with the labourers when they were tried some years ago, but they are now gradually being introduced.

There is one pair of hyhraulic shear-legs capable of lifting 120 tons, and two others lifting 40 tons, and another lifting 18 tons. There is no floating derrick.

Gas is used for the lighting of the docks and quays, and even the new quays will be lighted by gas.

As regards goods, Antwerp is practically a free port. There is no octroi. Grain and timber are the principal imports, and manufactured and iron goods the principal exports. Whether goods are destined for other ports or are landed, there is a certain time allowed—between four and five days—during which merchants can clear the goods away from the sheds free of charge. After this fixed time has elapsed, the authorities can place the goods where they like at the expense of the merchant. Timber is the only business in which the port authority can be said to do any warehousing business, and this business I understood they would rather be free from, the rates not being remunerative. Everything else goes direct to the merchants' warehouses.

The shed accommodation is very inadequate for the amount of goods deposited in the course of discharge.

There is a special dock with tanks for the storage of petroleum at the new quays at the south-east of the town. Near the new river quays it is proposed to erect a special berth for petroleum ships with tanks sunk in the ground for storage.

There is no accommodation for frozen meat. An attempt was made some years ago to establish a depot, but there is a strong prejudice against the article in Belgium.

Though most of the goods come in and go out by rail, the barge traffic is an important feature of the port. Barges are largely used for the storage of grain, and in the Kattendyk Dock there were laid up in rows scores of barges containing grain. The barges which convey goods to and from ships and the final point of delivery are larger than those in use on the Thames. Many of them are 300 tons, while those goingup the Rhine are over 300 feet long, and will carry as much as 2,500 tons of cargo.

The authorities do not like the barge traffic any more than the London Dock companies do. Barges have to be assisted in and out of the docks by capstans, and are constantly in the way. But at Antwerp they have to pay something for the privilege they enjoy. Up to 300 tons burden they have to pay 4 francs, say 3s. 2d., every time they enter the docks, and are allowed 48 hours' use of the dock for this payment, with extra charges if they exceed that time. At the riverside quays the charge is only 3 francs. Barges over 300 tons burden are placed on a higher scale.

The labour employed in the docks is not controlled by the port authority. Stevedores are employed by the shipowners or merchants. The hours of work are from 7 to 7, with intervals amounting to about two hours for meals. The men earn on the average about 4s. 10d. a day. Double pay is given for work done after 7 p.m.

The working of the port is controlled by the Town Council who are advised by a committee which includes the Chief Engineer of the town, the Chief Engineer of the State railways, the Inspector of Customs, the President of the Chamber of Commerce, etc. But the Government of Belgium exercises an effective control because they act as conservators of the river, and also generally find the capital to carry out all extensions of the quay walls and the river accommodation, the town providing the equipment only. The Government get no interest on their outlay, but they are paid 13-15ths of the earnings of the quays until the capital outlay is repaid.

The following figures of the register tonnage of shipping entering the port show the progress of trade:—

1850 - - - - -	350,000
1860 - - - - -	500,000
1870 - - - - -	1,400,000
1880 - - - - -	2,700,000
1890 - - - - -	4,500,000
1899 - - - - -	6,800,000

For some time the Government and the town have been at loggerheads over the question of extension for the increasing trade. The Government wish to divert the River Scheldt by making a cut across a bend in the river, generally known as the Grande Coupure, and to utilise one bank of the new cut for river berths. The town are nervous as to the effect of the proposed diversion of the river, and have submitted a scheme for one long dock practically on the same route as the Grande Coupure, but with locked entrances at both ends, and branch docks similar to those at Tilbury, but more numerous and much longer. The total area of the docks shown in the plans is about 800 acres—nearly double the area of the entire system controlled by the London and India Docks Company. The land necessary for the scheme is about to be purchased by the Government, and it is said that the whole question will be settled one way or the other very soon. This scheme if sanctioned will be carried out gradually.

I discussed the question of river berths as against closed docks. The harbour master prefers docks, but the engineer said that he considered that at Antwerp both systems were necessary. The objection to the riverside berths is of course the constant variation in the position of the ship owing to the rise and fall of the tide, which at Antwerp averages about 14 feet, occasionally increasing to as much as 25 feet, and also the difficulty of managing the barge traffic in a stream running 3½ knots an hour. The engineer points out that for steamers with passengers or calling only for a short time, riverside accommodation is advantageous. At the same time it must be remembered that the existing docks are of old construction, and that there is no space in the area controlled by the town of Antwerp for further accommodation except by taking in part of the river and making quays on the side. It is not surprising, therefore, to find the view defended in Antwerp that river quays are the best mode of accommodation. It is, in fact, the only accommodation they are at the present time able to offer to large vessels. But in my opinion the real views of the authorities are shown by the fact that in the new scheme referred to above promulgated by the town, the system of docks with lock gates has been adopted.

Hamburg.

The Port of Hamburg is controlled by the Free State of Hamburg, who have an absolutely free hand in its management. They also maintain and regulate the River Elbe from the mouth at Cuxhaven up to the port, subject to the control of the Prussian Government.

Hamburg, like London and Antwerp, is about 60 miles from the sea. The channel of the Elbe is, however, less efficient than that of the Thames or Scheldt. Ships cannot rely even at high water spring tides on finding a greater depth than 27 feet, while the effective depth of the channel is only as much as 23 feet, and then vessels must arrive at Hamburg at high water. The largest class of vessels often discharge their passengers in the river at Cuxhaven, and a portion of their cargo higher up at Brunhausen about 25 miles below Hamburg. The river is subject to being blocked by ice for several of the winter months, and ice-breakers have to be employed.

Fifteen dredgers are employed in the river and the port. The bulk of the material dredged is sand, which in the neighbourhood of Hamburg is used for reclaiming and filling up lands near the town. It was stated that the average cost of raising and depositing is about 6½d. a ton.

Up to 35 years ago ships discharging at Hamburg

were moored to dolphins either in the stream or in natural bays. There is now an extensive system of open basins branching off from the river. As the variation between high and low water is only on the average about six feet, it is obvious that so far as the rise and fall of the tide are concerned there is no necessity for docks with closed gates MM Franzius and Thierry, in their paper read before the Institute of Civil Engineers, state that open basins were adopted because the Elbe near its tidal limit leaves little deposit, and the depth of water in front of the town allowed ships to pass in and out between the port and the roadstead in the river at any time, and because locks would have seriously hindered the considerable traffic between sea-going ships and the river barges which ply between Hamburg and Bohemia.

The open basins are furnished with quays for the discharge of goods, but there are also rows of dolphins for vessels which wish to discharge or load overside, and which do not need quay accommodation. It was stated that a little more than half of the trade is dealt with at the dolphins.

The water area of the port, including the river and canals in the city, is about 1,000 acres. Of this area the open basins for sea-going vessels form about 330 acres, with about 10 miles of quay accommodation. In these basins and in basins specially reserved for the purpose, there is a considerable length of quay wall specially reserved vessels (both sea-going and river) wishing to discharge or load overside.

The depth of water in the existing basins is in no place greater than 21 feet at low water. The older basins have only 19 feet. All ships have to lie on the mud, and the harbour master says that as the bottom is either a light sand or mud, shipowners do not object.

The sheds are of one story, and it is not contemplated having two stories in the new sheds now in course of construction. The most recently built sheds are 1,000 feet long, with a width of 110 feet. The sheds at the basins now under construction are to be longer and wider, the largest being 1,300 feet long and 210 feet wide. The sheds are far higher than those used in London, the reason assigned for this being that goods are stacked to a great height, and that therefore a good high side light is required. The roofs are boarded and covered on the outside with special waterproof roofing paper. The floors of the sheds are made of boards and raised 3 feet above the level of the quay, with outside platforms back and front projecting beyond the sides of the sheds. Goods are landed on these platforms so as to be on a level with the bottom of the floor of the railway truck or cart. One disadvantage of this system is that all goods for delivery into craft must be slung in cranes.

The quay is laid with stone pitching.

Between the platform and the quay edge there is one line of rails running under the cranes, and this line is uesd solely for the coaling of vessels. Ships never deliver or receive cargo direct ex truck, therefore there is no object in having rails. It will be seen that this is quite different from the practice at Antwerp where on the new quays they are going to have three lines of rails in front of the sheds.

There are only 21 hydraulic cranes at Hamburg. Up to three or four years ago the cranes generally employed were steam cranes, of which there are now 276, but recently all the new cranes have been electric. The working of these cranes appears to be very simple. There are 101 electric cranes now in use, and all the new cranes will be of the same type. They lift 3 tons, and they cost £1,250 each, but the engineer said it was too soon yet to give any opinion as to the cost of maintenance. So far, however, they had given little or no trouble on this account.

The largest lifting power in Hamburg is a 150 ton steam crane. There are no floating cranes.

Grain elevators, both bucket and pneumatic, are used for the manipulation of grain.

Electric light is generally used for dock lighting.

Electric power for cranes and lighting is generated in a very fine central station, with four pairs of compound condensing engines with a total indicated horse power of 2.000. The steam power for this installation is generated by watertube boilers.

There are extensive warehouses owned by the port, which are, however, leased to tenants. The port itself undertakes no warehousing. The warehouses do not adjoin the discharging basins, but are generally facing the canals which intersect the town. The trade carried on is similar to that of London, with the difference that no frozen meat is imported. There is extensive accommodation for petroleum with a special basin for its discharge.

The barge question is an important one at Hamburg, this method of transit being more used for the distribution of goods than rail or cart. As at Antwerp, the barges are of a far larger type than in London. At Hamburg, barges do not pay any dues, nor is there any charge on goods imported or exported except for services actually performed by the port. The authorities are, however, now contemplating making barges pay charges, and they do not need an Act of Parliament to enable them to do so.

The whole of the labour employed by the port is controlled by the port authority. There are 1,500 permanent labourers, and in times of pressure 1,000 extra men find work. The average number of extra men employed is, however, only about 300. As far as possible piece-work is in operation. The hours of work are from 6 to 6, with intervals amounting to two hours for meals. The permanent men when on piece-work earn about 4s. 3d. a day. Extra men get from 3s. to 3s. 6d., 3s. being the minimum guaranteed to them. The labourers have an organisation that looks after their interests.

The port do not provide any accommodation for the repair of vessels. There is only one very small dry dock, privately owned. There are seven floating docks, also privately owned. The "Deutschland" is the only steamer going to the port which cannot be lifted there. More floating docks, capable of taking the largest vessels afloat, are, however, under construction.

The trade of Hamburg has increased enormously during the last 50 years. The following is a statement of the registered tonnage of shipping entering the port in various years since 1853:—

—	Registered Tonnage.	Goods over Quay.
1853	560,000	Not recorded.
1865	1,330,000	60,000
1875	2,120,000	850,000
1885	3,700,000	1,950,000
1895	6,254,000	3,420,000
1899	7,766,000	4,350,000

I was informed that in spite of the enormous increase of trade the accommodation provided is quite equal to the demands upon it at the present time. There is no complaint, as at Antwerp, of inability to cope with the work. The Hamburg authorities have apparently always been in advance of the trade in providing facilities. At the present time there are extensions in hand, begun three years ago, and expected to be fully completed by 1903. These extensions, on which the immediate expenditure contemplated is £2,000,000, will consist of three branch basins leading out of a common basin. The middle of the three basins will be provided with quays and sheds, which have already been described, and is intended for sea-going vessels. It will be about 3,500 feet long, with a breadth of 750 feet, and will therefore be about 60 acres in extent. The great width is to allow of a row of dolphins in the middle at which vessels may discharge or load. The depth at low water will be 26 feet. The two other basins, with a total area of 150 acres, are not intended for sea-going ships at present, but for river vessels. Part of the accommodation can, however, be converted into continuous quays for sea-going vessels later on, giving an additional length of quay of 10,000 feet. The total water area in these extensions, including the basin and the three branch basins, will be about 250 acres, with quays of a total length of 17,000 feet. It may be pointed out that this water area is considerably in excess of that provided by the whole of the Victoria and Albert Docks, although the length of quay available for vessels will not be so great. On the other

Appendix. 20th Day, No. 2— continued.

hand, there will be rows of dolphins between the quays, at which vessels can load or discharge.

CUXHAVEN.

The Port of Cuxhaven is a part of the Port of Hamburg, and is controlled by the Free State of Hamburg.

There are two small and old harbours used by fishing craft.

In 1891 the Hamburg State began the construction of a new harbour for the landing of passengers and their baggage from the large trans-Atlantic steamers, which were unable to proceed direct to Hamburg. The new harbour was finished up to the quay level in 1895. Since that date no further work has been done. There are no sheds, no cranes or rails, and indeed no plant or works of any description, on the quays. When I inspected the harbour there was not a single ship there. I was informed that a few of the large vessels of the Hamburg American Company used the harbour for a short time after 1895, but that since then it has never been used at all—passengers being transferred to tenders in the river and thence landed at the old harbour, where there is a small railway station connected with the main line to Hamburg.

The new harbour consists of a main basin with one branch basin. The entrance is 325 feet wide, and there is a length of quay, including two outside piers, constructed of masonry, of about 5,000 feet. The depth of water at the entrance is 36 feet at low water. It was intended that there should be a depth of 29 feet always available inside the harbour, but at the present time the depth is not more than 20 feet, owing to accumulations of mud and sand. A dredger is continuously at work, but cannot keep the harbour clear.

Provision was made in the original scheme for sheds 600 feet long with six electric cranes. There was also an idea of making a graving dock, but this part of the scheme has been definitely abandoned.

I could get no definite reason from anyone at Cuxhaven why the harbour is not finished. It was stated there that in two or three years the sheds would be erected and the harbour used. There is no question of lack of money, because as I have already stated, the Hamburg Free State are spending millions on works at Hamburg. An opinion was offered to me at another port that the harbour was an unsafe one to enter, and another reason may be that it is impossible for the authorities to keep pace with the accumulations of mud; or it may be that the Hamburg authorities, who only made the Cuxhaven Harbour on great pressure from the large lines, may fear that if the trade develops at Cuxhaven, rival ports may be made on the Elbe, above Cuxhaven but below Hamburg, and may therefore not wish to encourage trade. It was impossible, however, to get any satisfactory opinion from anybody likely to know the real state of affairs. The only thing quite clear is that the harbour remains as it was in its unfinished state five years ago and is not used at all.

BREMERHAFEN.

The Bremerhafen Docks are the property of the State of Bremen and are the Tilbury Docks of Bremen.

The River Weser, on which they are situated, is controlled and maintained by the State of Bremen, between Bremerhafen and Bremen. Formerly, the Weser was a very shallow river between these points, but the Bremen State have within the last ten years spent £1,500,000 in deepening it, with the result that vessels up to 3,000 tons register, which could formerly not get up to Bremerhafen, can now go up to Bremen itself. Outside Bremerhafen the river is 50 feet deep, but there is a bar some ten miles out towards the sea, where there is only 33 feet at high water and 23 feet at low water. The current of the river runs at the rate of about 4½ miles an hour, and the rise and fall is about 10 feet.

Adjoining Bremerhafen is another port, Geestemunde, with docks originally made by the State of Hanover in opposition to Bremerhafen, but these docks are of no commercial importance now, and can be ignored.

All the accommodation at Bremerhafen is docks, there being no tidal harbours. The reason assigned for the construction of docks was the inconvenience of working vessels with a varying depth of water and the advantage of limiting the deposit of sediment, with which the river water like that of the Thames is here heavily charged.

There are three docks at Bremerhafen. The oldest, called the Alter Dock, was built in 1827. It is 2,200 feet long with an average width of 400 feet. The depth of water is very much less than present requirements, and the dock is out of date. It is not used except by a few barges and small sailing vessels.

Next to this dock is the Neuer Dock, constructed in 1847. This dock is 3,000 feet long, with an average width of 350 feet. The Neuer Dock, though offering better accommodation than the Alter Dock, does not offer such good accommodation as can be obtained higher up the river at Bremen, and it is consequently as much neglected by vessels as the Alter Dock. It contains a dry dock which will accommodate two vessels at one time, the largest being about 410 feet long.

The third dock is the Kaiser Dock, an irregularly shaped dock with an area, including a subsidiary dock, of 60 acres. Part of it was made in 1872, and an extension of it, including the new lock, was commenced in 1892 and finished in 1897. This dock is used by the largest class of steamers, and was built for the accommodation of the large North German Lloyd vessels.

The dock is approached by an open entrance, 1,000 feet long and 200 feet wide, facing diagonally up the river, which enables large vessels to get into the lock unaffected by the current. The lock is 700 feet long, with a width of 92 feet. Even with this great length, there would not be more than 30 feet to spare with the large vessels of the North German Lloyd, but there is such good water in the dock that vessels can enter on the level. There are two special features about the lock; first, the lock chamber is 147 feet in width, wide enough to take two vessels alongside; and secondly, the inner end of the lock is not closed by gates, but by a caisson which slides under the quay of the lock. It is stated that this sliding caisson costs less than a lock gate would have cost, and can more easily be repaired. The depth of water in the lock is 35 feet at spring tides.

That part of the dock which was extended in 1892 is stated to be 35 feet in depth. There are six large sheds in this dock, the largest being 660 feet by 130 feet wide. The sides are made of corrugated iron, having sliding doors at intervals, as at the Albert Docks. The roofs are flat, supported by two rows of columns in the sheds, and covered with waterproof paper, which appears to be generally used in Germany for roofing. There are no double story sheds, this description not being favoured. Indeed, the necessity for them is not felt, probably owing to the fact that steamers arrive with part cargoes only. There is a singular absence of cranes for discharging cargo throughout the whole system of docks at Bremerhafen. This is explained by the fact that vessels mostly discharge overside, the shipowner using his own ship's derricks for this purpose and also for discharging on to the quay when the goods are landed. A steamer of the North German Lloyd which I saw discharging was provided with 16 steam derricks and four hydraulic cranes.

On the other hand, there are for the size of the dock a remarkable number of cranes for lifting heavy weights. There are:—

One	5	ton crane.
One	7½	,,
One	8	,,
One	12½	,,
Three	20	,,
One	30	,,
One	45	ton shear legs.
Two	50	,, cranes.
One	75	,, crane.
One	150	,, ,,

Of these, the greater number are hydraulic. One is a gas crane, and the rest, including the 150-ton crane, are electric. Not one of these large cranes was in use when I was at the docks, but I was told that business was slack, owing to the absence of many of the vessels of the North German Lloyd in conveying troops to China, and that in ordinary times the cranes were wanted. They are all fixed cranes. The electric cranes are preferred. There are two pneumatic grain elevators.

There are no rails in front of the sheds, but most of the sheds have three or four lines behind them. There are platforms round the backs and sides of the sheds. There is also a draw-in for carts between each shed.

The dry dock in the Kaiser Dock will take vessels 660 feet long, with 82 feet beam, and drawing 35 feet. No shores are used, but 22 bilge keel blocks are provided, which are drawn under the vessel by tackle from the top when the vessel has taken the blocks. The keel blocks are inclined upwards from the entrance at a gradient of one in sixty. The dry dock can be pumped dry in 2½ hours. Carried on the caisson is one of the 20-ton cranes above referred to, for lifting propellers, etc. On each side of the dock is one 50-ton crane, and alongside a small branch wet dock used as a repairing dock is the crane of 150 tons (tested to 200 tons). All four of these cranes are electric, and revolve round on their bases. The 150-ton crane cost £10,000, and its foundations £2,500. The two 50-ton cranes cost £2,500 each without foundations. The dry dock is let to the North German Lloyd for forty years. They, however, allow other owners to dock ships there on terms said to be the same as those at Southampton.

There is no warehousing business carried on at Bremerhafen by the dock authorities. The principal trade is cotton; indeed, they claim to come next to Liverpool in this article. Timber from the Baltic, grain, rice are also large articles of import. No frozen meat is dealt with at the port. I was informed that the German Government were going to supply it to their soldiers who were on the way to China with the object of ascertaining its value as a food. If the trial is successful, there is a probability that the Australian liners of the North German Lloyd may bring it home. Petroleum tanks are provided, and there used to be a business in this article, but it was diverted to Hamburg some time ago. Most of the goods at Bremerhafen find their way direct either by rail or lighter to Bremen as quickly as possible. As I have already stated, the circumstances are much the same as at Tilbury. Some cotton is stored in sheds which belong to private owners. The North German Lloyd own 102 barges (some of them carrying 1,000 tons of goods), which are employed for getting to Bremen goods which they have brought home on a through bill of lading. Goods entering or leaving the port, whether going over the quay or brought in by water, are not subject to any charges. The main source of revenue appears to be dock dues, which on the large ships are 9d. a ton. Barges are free of dues so long as they are taking from or delivering goods to ships, but they incur dues of about 1d. a ton when delivering to or receiving from the quay, such dues being charged on the cargo dealt with. No facilities are given to them by the dock authorities.

Labour is controlled by the shipowners, who employ stevedores. The men earn about 6d. an hour. No labour service of any kind is undertaken by the dock authority.

The State of Bremen have spent £2,000,000 on their docks at Bremerhafen. This does not, however, represent the total expense, because the German Empire contributed towards the cost of the new entrance and dry dock in consideration of their having been made large enough to take in their battleships. The revenue from the dock is said to yield a return of two per cent. on the outlay, with which the dock people seem to be quite satisfied.

The trade of Bremerhafen has expanded considerably since 1850, as will be seen by the following figures giving the registered tonnage of shipping entering the port:

	Tons.
1850 - - - - - -	120,000
1860 - - - - - -	325,000
1870 - - - - - -	500,000
1880 - - - - - -	1,000,000
1890 - - - - - -	1,280,000
1899 - - - - - -	1,460,000

No further extensions are contemplated at the moment except an expenditure of about £50,000 in making a small branch dock, which can be used as a cutting into a new dock to be ultimately made upon land which has been reserved for the purpose. At the time I visited this port, there seemed little necessity for extensions. Even the Kaiser Dock was only occupied by three vessels of the North German Lloyd. The whole prosperity of the port depends upon the retention of the business of the North German Lloyd. They have, however, spent so much money on works that there seems little chance of their trade being diverted.

BREMEN.

Bremen is on the Weser, about 40 miles above Bremerhafen.

Up to the year 1879 only vessels of the very smallest class could reach Bremen. Since that year the river, owing to works which, as stated under the head of "Bremerhafen," have cost £1,500,000, has gradually been deepened, and now it is stated that vessels drawing 26 feet can reach the port if arriving on the top of the tide.

Until 1876 there was no accommodation for shipping at Bremen beyond small quays on the river side. In that year a small harbour, the property of a private company, was built. In 1888 the State of Bremen began to cater for a large trade by the opening of the Freihafen.

The conditions of the management of this dock are peculiar. The cost of constructing the Freihafen was £1,500,000, and was borne by the State of Bremen and the Imperial Government in the proportions of three-fifths and two-fifths respectively, but the undertaking is managed by the company (called the Bremen Lagerhaus-Gessellschaft) who owned the small harbour referred to. The company pay a certain percentage—roughly about 85 per cent.—of the profits to the Bremen State.

The Freihafen is a long, tidal basin cut out of the land at an acute angle to the river. It is 6,000 feet long by 400 feet wide, but it narrows at the entrance to 200 feet, with the object of preventing accumulations of mud.

It is stated by MM. Franzius and Thierry, the German engineers, that the form of an open basin was adopted because, in consequence of the porous nature of the soil, lock gates would have been of no avail to stop the heavy loss of water at low tide. As the Weser at this point is not heavily charged with suspended matter, this form of accommodation does not, fortunately for Bremen, bring with it the penalty of heavy dredging.

The depth of water in the dock at ordinary low water is 20 feet, and as vessels of 3,000 tons register use the docks, they have to lie on the mud. I was told by the authorities that the shipowners did not like this.

I saw the Freihafen near low water. The level of the water appeared to be about 25 feet below the quay level. This cannot be helped, for although the average variation in the tide is only about 11 feet the quay of the dock has to be high enough to prevent inundations from the floods which come down the Weser. The difference between the highest floods and low water is 23 feet. The engineer informed me that the cranes often have to make a lift of 50 feet. This is one serious disadvantage of an open basin.

The front piles carrying the quay walls are driven at such an angle that it is necessary in the case of modern ships to boom off the ships some feet away from the quay edge.

The sheds are of varying lengths, the longest being about 820 feet in length with a width of 130 feet. They are constructed of corrugated iron with brick ends, and are surrounded with platforms on a level with the floors of the sheds, 3 feet above the quay and road levels The platform on the quay side is continuous. The whole of the front of the sheds can be opened by sliding doors on the water side, and at intervals at the back. The openings between the sheds can be used by cart traffic, and there is also a dock cut into the shed so that carts can load or unload in the shed. Only one shed which is specially used for grain is of two stories, and this second story is for only two-thirds of the total width of the shed.

There are two lines of rails in front of the sheds and three lines at the back.

There are 75 travelling cranes of 30 cwts. or 2 tons, of the same character as those at Hamburg, except that they are worked by hydraulic instead of electric power.

The 30 cwt. cranes are said to have cost £550 each. There are also 15 hydraulic cranes placed on the road between the sheds and the warehouses which run at the back. They are for transferring goods from the shed platforms to the warehouse loop holes. The warehouses are fitted with hydraulic lifts. The reason for the large number of cranes at Bremen and their scarcity at Bremerhafen is this: At Bremerhafen the

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vessels are discharged by their own cranes direct into barges. At Bremen the cargoes are almost entirely landed, and as the decks of the vessels are, for the reason already given, always considerably below the quay level, the work at Bremen can only be done by having a plentiful supply of cranes. Ships' gear would not do the work.

There is only one 4 ton crane, one 10 ton, and a coaling crane lifting 30 tons. All these are fixed. There is also one floating shearlegs lifting 45 tons.

There are no electric cranes except one with which experiments are being made. Notwithstanding that the water in the cranes is often frozen in winter, the engineer is inclined to be of opinion that they will adhere to the hydraulic system for the reason that they are cheaper for prime cost and maintenance.

The two-storied shed above referred to is fitted with band machinery for distributing grain, which is first discharged by hydraulic cranes with grabs. There are also conductors for carrying grain across the road to the warehouse.

Besides the Freihafen there is a small dock on which some timber yards and oil mills and factories are worked. This part of the premises will, however, be reconstructed in connection with the new scheme to which reference will be made presently.

There is one small dry dock. The only accommodation for repairing ships of any size is in a floating dock, which is only 325 feet long.

The Freihafen is lighted by electric light.

Running behind the line of sheds is a row of warehouses, some of them with six floors and a cellar. They are substantially and expensively built. In these warehouses are stored cotton (of which Bremen claims to have 10 per cent. of the trade of the world), tobacco, wine, etc. There is also a business in cedar, walnut, and other wood. Most goods go away by rail, there being but few canals out of the Weser, and the river navigation not being good above Bremen. There is an extensive system of sidings.

There is accommodation for petroleum, but very little business is done.

The rates on shipping are 50 per cent. lower than those at Bremerhafen. No charge is made on goods except for services actually performed. Barges entering to load or discharge are allowed 30 days on the premises in the summer, and 15 days in the winter, free of charge. After that time they pay about 1d. a ton for each period of 30 or 15 days. This regulation is made to prevent the basin being used as a harbour of refuge by lighters.

The labour on the quays and in the warehouses is undertaken by the company who manage the docks. Shipowners, however, discharge and load their own ships by stevedores. The hours of work are 6 to 6 in the summer and 7 to 7 in the winter—two and a-half hours being allowed altogether for meals. Permanent labourers get 3s. 4d. a day for the first year, with a rise of 1d. a day each year for two years longer. Extra men get 4s. a day. The men have a union.

There were only 8 steamers and 4 sailing vessels in the Freihafen when I was there, but I was told that it was not the busy season. It was stated that the amount of profit received by the Bremen State in 1899 showed a return of 4¾ per cent. on the capital invested in the accommodation for ships. This statement of the yield is misleading, as it includes no charge for dredging the basins or the River Weser between Bremen and the North Sea, which may or may not be covered by the river dues which are exacted from vessels towards paying this cost. There is also not taken into account the question of interest on the £600,000 contributed by the Imperial Exchequer nor on the £1,500,000 which has been spent by the State of Bremen on making the river deeper.

The following figures show the progress of the port since 1850:—

1850	200,000
1860	450,000
1870	550,000
1880	1,200,000
1890	1,800,000
1899	2,400,000

A scheme for a large extension of the existing accommodation has been approved by the Bremen State, and the work has been begun. It will be gradually carried out to meet the requirements of business. The total cost will probably be £2,500,000. This scheme provides for two new long basins nearly parallel to the Freihafen and the river, which will considerably more than double the existing accommodation. The water will be 24 feet 6 inches at dead low water. The sheds will be 800 feet long, with a width of 165 feet.

Amsterdam.

The rise of Amsterdam as a port dates from the completion of the North Sea Canal, made by a private company in 1876. The progress of the port is shown by the following figures of the registered tonnage of shipping entering the port:—

1850	180,000
1860	420,000
1870	400,000
1880	730,000
1890	870,000
1899	1,800,000

Until the opening of the North Sea Canal vessels could only approach Amsterdam through the Zuyder Zee. The canal gave a far deeper entrance for ships, and at the same time considerably shortened the voyage of sea-going vessels.

The canal was subsequently acquired by the Dutch Government and considerably improved. In 1899 the improvements were finished. The new lock at the North Sea end, Ymuiden, 12 miles from Amsterdam, is 730 feet long, with a width of 82 feet and a depth over the sill at high water of 33 feet and 28 feet at low water.

Vessels drawing 26 feet 2 inches can traverse the canal, so that almost the largest vessels can now go straight up to Amsterdam.

The port of Amsterdam, which is owned and governed by the city, consists of a long basin, which was formerly part of the Zuyder Zee. The locks at the North Sea and Zuyder Zee ends ensure the water being kept up constantly at the same level. There are several docks with quays branching out from the enclosed basin much in the same way as at Hamburg. The area of water enclosed is 1,500 acres. The length of quays completed is about 20,000 feet. The oldest docks have a depth of 21 feet. The new have a depth of 28 feet.

The newest sheds are 600 feet long with a breadth of about 80 feet. They are single storied. The director of public works who accompanied me on my tour of inspection admitted that they were generally thought to be rather narrow. The floor of the sheds is 3 feet higher than the quay level both back and front.

Two lines of rails run between the shed and the quay side, and three at the back.

Seven of the newest cranes are electic cranes which are being tried as an experiment. Those generally in use are 30 cwt. travelling hydraulic cranes, of which 49 are owned by the city. They appear for the present to be preferred by the dock engineer. They also have a 30-ton hydraulic crane and an 80-ton steam shear legs.

There are three floating docks belonging to private owners the largest accommodating vessels 450 feet long. There are no dry docks.

Dredging has to be done, but the cost is only £4,000 a year. This work costs comparatively little, because they are able to get rid of the spoil on the spot for reclaiming land.

Amsterdam is a large warehousing centre, and business seems to be increasing. Tobacco, sugar, tea, timber, spices, and general goods are warehoused. There is no frozen meat trade at the present time, but it is intended to provide accommodation in the near future for this business.

There are extensive warehouses both in the old and new parts of the dock system, and also in the city. There is one new block on which £250,000 has been spent, having a length of 1,000 feet and a width of 100 feet, with six floors.

A small amount of warehousing in bonded goods is undertaken by the town, but the greater part of the premises is occupied by private warehouse-keepers who either rent warehouses or build on lease. One disadvantage of the municipal system is shown at Amsterdam, because the traders have successfully objected to

warehousing (which is apparently a profitable business), being undertaken by the port, on the ground that they are robbing individuals in the town.

There is a special dock for petroleum, and 700,000 barrels are dealt with annually.

I was told that the port does not pay. This is not surprising when it is known that the dues on ships are only 2½d. a ton, and that goods generally pay nothing, and that shipowners pay 1s. 8d. an hour for crane services which cost the town 3s. 4d. to render. The dock accommodation, including a contribution to the North Sea Canal, cost £2,000,000, and the annual loss on working is stated to be £15,000.

When in addition to these facts it is remembered that the Government themselves have spent nearly £3,000,000 on the North Sea Canal, which was made for the benefit of Amsterdam alone, it will be realised how the principle of subsidising ports, both by town and Government, is recognised on the Continent.

As at most other Continental ports, the labour on the ship is done by the stevedores. The only labourers employed by the town are in the small warehousing department worked by it. The town men get from £1 to 25s. a week, and are permanent. The stevedores' men are employed irregularly in accordance with the demands of the work. They earn wages, varying according to the nature of the work, from 25s. to 30s. a week. They work long hours in the summer, beginning at 5 and not ending until 7 in the evening.

Barges pay about 1½d. a ton dues.

Extensions of the port are still in hand, and large ones are contemplated, but details are not settled. Though active, the port did not appear to be unduly crowded with work, but the municipality are determined to be in advance of the requirements.

Rotterdam.

Rotterdam is 18 miles up the Maas (or Meuse), the deepest of the channels by which the Rhine enters the North Sea. Its natural position gives Rotterdam unique advantages as a port. Situated near the mouth of a great navigable river, it is far enough from the sea to offer perfect shelter for shipping. Ships drawing 22 feet can come up at any time, and those drawing 24 to 27 feet at high water. The river is broad, viz., at least 1,000 feet, and in some places 1,300 feet. The depth of water at the best quays is 26 feet 3 inches at low water. The current is sluggish, and the average variation between high water and low water is only about 4 feet. Very little deposit is brought down by the river. As a result of these advantages there has been no necessity to make ordinary docks at Rotterdam.

The whole of the accommodation of the port is owned and managed by the town. The river is dredged and maintained by the Dutch Government, Rotterdam contributing one-tenth of the cost.

Until 1873, all the shipping was accommodated either at dolphins in the river or alongside riverside quays. In that year the demands on the space became so pressing that it was decided to cut basins into the land at right angles to the river without gates, and this has been the method of extension ever since. The total length of quay at the riverside and in the basins amounts to 88,000 feet, or nearly 17 miles.

The sheds generally are narrow, especially the later ones. This is accounted for by the fact that Rotterdam is largely a transhipment port for bulk cargoes, and that the greater part of the cargoes is discharged direct overside. In fact, the Rotterdam authorities, like those at Hamburg, lay themselves out for vessels requiring to discharge overside by a large supply of dolphins both in the river and also in the new basins. This fact accounts for the peculiarity of the new accommodation, viz., that there is a great surface of water with a comparatively small length of quay.

Some of the newest sheds in the Rhine basin are 400 feet long by 130 feet wide. They are nearly 40 feet high in the centre, and are beautifully lighted by windows at the sides. They are made of corrugated iron with brick ends, and were stated to have cost £8,000 each, including expensive pile foundations. As at most other ports I have seen abroad, the floors of the sheds, which are of timber, are 3 feet above the level of the quay, both back and front. Sliding doors are provided.

As so large a proportion of the cargoes goes overside into craft, it follows that the railway facilities are not of great moment. The sheds have only one line of rails both back and front.

The ordinary cranes provided on the quays for the discharge of vessels are not numerous. Forty-eight are steam cranes and twelve are hydraulic. Vessels have to rely largely on their own machinery. Twenty-nine electric cranes are also employed, and are giving satisfaction. They are preferred to hydraulic cranes on their own merits, but are peculiarly advantageous at Rotterdam, because owing to the nature of the soil there is great risk of breakages in the joints of water pipes. Nothing can yet be said as to whether the cost of maintenance will be higher than with hydraulic cranes. For heavy lifts, one 60-ton crane, three 30-ton cranes and two 20-ton cranes are provided.

The warehousing business at Rotterdam is not large considering the extent of the business done. Such as it is, it is not undertaken by the municipality. The few warehouses owned by the town are let to merchants or warehouse keepers, or land is let on building lease for the purpose. A large granary has just been erected with lifting machinery. The Rotterdam municipality insist on all warehouses being built at least 100 feet behind the line of quay. At the newest warehouses large electric travelling cranes are placed on the quay with sufficient span to discharge goods from the quay on to any floor of the warehouse.

The accommodation for repairing ships is not up to date. There are no dry docks. There are three floating docks, the chief of which will take a vessel of only 360 feet.

There are no floating cranes except a small one belonging to a private owner. The municipality are about to purchase a good floating crane.

There is a special petroleum basin. There are four private firms owning tanks. The amount of petroleum dealt with in 1899 was 300,000 tons.

The Rhine barges pay dues of a fraction over a penny per ton.

The labour for the discharging and loading of ships is undertaken by stevedores employed by the shipowners. The lowest rate of wages paid is 4d. an hour, but some of the men engaged in the coaling and mineral trades earn £3 a week.

There has been an enormous increase of business at Rotterdam during the last fifty years, and especially during the past ten years. The following figures show the increase in the tonnage of sea-going vessels entering the port to discharge—

1850	376,000
1860	593,000
1870	1,026,000
1880	1,682,000
1890	2,918,000
1899	6,326,000

The question of further extensions in the accommodation for shipping has been before the municipality for some years. The difficulty has been the acquisition of land. It has taken four years to obtain powers to expropriate the owners, but at last the municipality have secured some 600 acres at a cost of £500,000, and the new extension has been begun. The plans show a new open basin called the Maashaven, which when complete will have a length of about 6,000 feet and a width of 1,000 feet—an area of nearly 150 acres. The great width is to allow of three rows of vessels discharging at dolphins in the middle of the dock. When finished this basin will give 13,000 feet of quay, accommodating 26 vessels of a length of 500 feet, while 27 vessels will be able to lie at berths in the stream. The new work is being proceeded with, and a large amount of excavation has been done. The practice usually adopted in the construction of works at Rotterdam will be adopted in this case, viz., the whole of the work will not be completed straight off, but the basin will be excavated, the water will be let in, and sloping banks made all round. The quays and sheds will be built as required by the development of business.

Havre.

Havre is the second port of France, coming next to Marseilles. It is situated at the mouth of the Seine.

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The constitution of the port is peculiar. The docks up to the top of the quay wall have been made and are maintained by the French Government. The sheds, warehouses and other accommodation have been provided partly by a private company who were given certain concessions when the first docks were made, and partly by the Havre Chamber of Commerce. The Chamber of Commerce collect the dues on ships on behalf of the Government.

The total water area provided for shipping is about 240 acres. Of this about 40 acres are tidal harbour and 200 acres are docks.

The length of quay accommodation provided for ships is about 50,000 feet. Three of the docks have locks 98 feet wide, but they have no great length, all the work being done on the level. The new works which are being made will in three years' time allow of vessels entering or leaving at any time. The last completed dock is the Bellot Dock, with an area of about 50 acres, and a depth of 29 feet.

On one side of this dock a shed of 180 feet wide runs the whole length, divided into four or five sections for insurance reasons. It has a flat roof which is supported by iron columns with girders and cross girders. It is lighted by skylights. There is no floor beyond the soil made level. This floor is on the same level as the quay, both back and front. There are two lines of rails in front and two behind the shed. The dock did not appear to have been used much yet.

There are only 67 cranes available for the discharge of ships, the ships' gear being largely used. The cranes that are in use are chiefly hydraulic, but some electric cranes have been tried as an experiment during the last four years and are liked. It was stated that as the result of experience it has been found that whereas the effective power of hydraulic cranes is only 30 lbs., for every 100 lbs. developed, electric cranes gave 80 lbs. for every 100. There are two grain elevators.

There are also 11 cranes lifting from 5 tons to 120 tons (three of them floating) for lifting heavy weights.

The director of the Compagnie des Docks—Entrepots du Havre, the private company above mentioned, informed me that in their warehouses they had made great savings on capital and revenue account by the employment of small moveable electric motors, lifting 10 cwts. These motors are supplied with winding gear and are moved to the various loopholes as they are wanted. They cost £320 each, and it was stated that for warehouse work they are quite as effective and much cheaper to buy and work than travelling hydraulic cranes.

There are six dry docks at Havre, the longest having 492 feet on the blocks. A new one is being constructed 675 feet long.

Havre is essentially a warehousing port. There is accommodation at the docks and at numerous private warehouses in the city for storing no less than 600,000 tons of goods. The chief articles warehoused are coffee and cotton. The coffee business seems to be firmly established, but there is great competition with Hamburg and other Continental ports for all other trades. Frozen meat has been imported, but this business is a failure owing to restrictions placed upon it through the agricultural interests in France.

There is extensive accommodation for petroleum.

The largest warehousing corporation is the Compagnie des Docks—Entrepots du Havre. They have accommodation for the storage of 150,000 tons of goods adjoining the two oldest docks (the Bassin Vauban and the Bassin Dock). They undertake the whole of the work in these two docks as well as that in their warehouses. Their chief business is coffee, of which they have the monopoly. The stock of coffee at the present time is 2,000,000 bags. Vessels with coffee (which generally comes in large parcels) come alongside the warehouses and the goods are taken direct into the warehouses at the back. The warehouses are quite full, and the company are now refusing business. There was for some time a great competition with other warehouses in the town for other goods, but a ring has been formed for maintaining rates. The company employ 2,000 men, 500 of whom are permanent. The permanent men get 5s. a day for eight hours' work with 9½d. an hour overtime. The extra men get 4s. 9d. a day for eight hours' work. The company are responsible for an annuity of £40 a year in the event of the death of a workman by accident. It will be seen that the wages at Havre are very high. There have been grave difficulties with the labourers. The company have tried to give up the discharge of vessels in order to save labour troubles, but their concession compels them to do this work and the French Government will not allow them to depart from the contract. In spite of their labour troubles they are a most flourishing institution and pay a dividend of 10 per cent. on their capital of £200,000. They have also been able to provide out of revenue additional works costing £500,000.

The following figures show the tonnage of shipping in the Port of Havre—

1860 - - - - -	800,000
1870 - - - - -	1,200,000
1880 - - - -	1,950,000
1890 - - - - -	2,100,000
1899 - - - - -	2,200,000

This port is practically stationary.

New works for improving the accommodation, including the deepening of some of the docks to 38 feet at high water spring tides, are now in progress and will cost £1,700,000. The French Government also have before them further plans for spending a further sum of £2,000,000 on the docks, but these plans have not yet been approved.

Dunkirk.

Dunkirk is the third port of France, and is administered in much the same way as Havre. The French Government and the Chamber of Commerce, representing the town, have between them found the capital for the docks up to the level of the quay, whilst the Chamber of Commerce has provided the sheds and cranes and other facilities. The Government dredge and maintain the docks and the Chamber of Commerce govern the port, paying a portion of the rates to the Government.

Dunkirk is on the sea coast where there is shallow water for a mile out. The docks are approached by a channel between two piers, leading into a tidal harbour. The tidal harbour is connected by three locks with the system of docks.

The older docks cover about 30 acres, with a quay length of 7,000 feet, and are only suitable for small ships. They need not be considered.

The new system of docks adjoins and is connected with the old system and is called the Bassin de Freycinet. These new docks were completed three years ago and cost £1,100,000. They consist of four branch docks much in the same style as the Tilbury Docks. The area is 77 acres, and the quay length about 16,000 feet.

The largest lock leading into this dock is 582 feet long, with a width of 82 feet and a depth of water at high water spring tides of 36 feet. About half the length of the quay is provided with sheds 375 feet by 100 feet.

The sheds are of iron, and cost £10,000 each, the floors being flush with the quay level. There are two lines of rails at the front of the sheds and one at the back. The sheds are furnished with good skylights and plenty of sliding doors. The docks are supplied with few cranes (only 25 in all), and there is no elevator. Indeed, the appliances for discharging seem meagre when compared with those in London and other ports. This is accounted for by the fact that a large proportion of the cargoes is delivered overside by ships' gear.

There is a floating crane of 40 tons and another of 10 tons. Electric cranes are not in use yet, but they are to be tried in a new warehouse which has just been completed.

There are four dry docks, the longest of which is 622 feet on the blocks.

The docks generally are lighted by electricity.

The warehousing business, for which there is accommodation in Dunkirk for over 200,000 tons, is almost entirely in private hands, the largest concern being the Compagnie des Entrepots et Magasins Generaux de Paris. The Chamber of Commerce have however just completed a warehouse for the storage of sugar

and wool, with a limited amount of accommodation for showing the latter article. Wool is a very important business at Dunkirk, over 145,000 tons having been imported in 1899, chiefly from the Argentine Republic.

The barge traffic is a large one, the bulk of business being brought in and taken away from Dunkirk by these means. No charges are levied on barges.

As at Havre, labour has given considerable trouble lately. There are 6,000 men employed in connection with the port, most of them by stevedores. As the result of a recent strike, they now get 4s. 10d. a day for nine hours' work.

The following figures show the progress of the port in the tonnage of shipping entering since 1850—

1850 - - - - -	150,000
1860 - - - - -	280,000
1870 - - - - -	500,000
1880 - - - -	800,000
1890 - - - - -	1,500,000
1899 - - - - -	1,650,000

It has been settled to make an extension of the Freycinet Basin at a cost of about £1,000,000. The work will be commenced in about two years' time.

Appendix.

20th Day, No. 3.

3. Comparative Table of Facilities and Accommodation

(Handed in by Mr. J. G. Broodbank,

Name of Port (and River).	2. Advance in shipping tonnage entering the Port during last ten years (1890 to 1899).	3. Port Control.	4. Average Variation in Rise and Fall of Tide.	5. Depth of Water in the River or Entrance Channel.	6. Depth of Water in the Docks and at the Quays.	7. Docks and Basins. Water Areas.
LONDON (With special reference to the Docks of the London and India Docks Company). (THAMES.)	Tons. 13,141,455 to 15,388,228	DOCKS— London and India Docks Company. Millwall Docks Company. Surrey Commercial Docks Company, and Regent's Canal and Docks Company. — RIVER— The Thames Conservancy and Trinity House.	20 feet (extreme 24 feet).	Minimum depth of water in river up to Tilbury 24.6 feet, maximum 43 feet; up to Albert Docks 19 feet and 37 feet.	London and India Docks Company— Locks 23 feet to 44 feet below T.H.W. Docks 21 feet to 38 feet. Millwall Docks Company— Lock 23 feet below T.H.W. Dock 24 feet to 28 feet. Surrey Commercial Docks Company— Locks 18 feet 6 inches to 27 feet 3 inches below T.H.W. Docks 19 feet to 31 feet 6 inches.	London and India Docks Company over 430 acres (including Poplar Dock). *Acres.* Millwall Dock Company - 36 Surrey Commercial Docks Company (including timber ponds) - - 152 Regent's Canal - - 10 Midland Railway Dock - 1½ Total - - 637½
ANTWERP (SCHELDT). 60 m.	4,517,690 to 6,842,163	The Town Council and the Government of Belgium, the latter of which are the conservators and find capital for any extensions or improvements.	Average 14 feet (extreme 21 or 25 feet).	Up to the town about 17 feet at low water. Vessels drawing 16 feet can come up at any state of tide.	Maximum depth of entrance to docks 21 feet. Riverside quay berths 26½ feet to 30 feet.	Docks 170 acres. There are also river quays (*see* next column).
HAMBURG (ELBE). 60 m.	5,202,825 to 7,765,950	Free State of Hamburg.	Average 6 feet (extreme 17 feet).	At high water spring tides 27 feet. Maximum effective river depth however only 23 feet even at high water or 17 feet at low water. Large vessels have to discharge part of their cargoes at Brunshausen 25 miles below he town The river is also subject to ice.	Basins at low water 19 feet to 21 feet. Vessels rest on the mud.	Open basin system. No locks. 330 acres.

at LONDON and the CHIEF CONTINENTAL PORTS.

on the Twentieth Day. See Question 7017).

8. Extent of Quays.	9. Dry and Floating Docks.	10. Sheds and Warehouses. Warehousing Business.	11. Cranes.	12. New Works and Extensions.	13. Labour.
Feet London and India Dock's Company's quays - - - 106,000 Millwall Dock Company - - 9,120 Surrey Commercial Docks Company - 28,300 Other accommodation, including wharves and jetties in the river - 80,000 Total - - 223,420	London and India Docks Company-- 2 Dry Docks at Albert Dock, 410 feet and 502 feet (Sill 22 feet below T.H.W.). 4 Dry Docks at Tilbury (846 feet each set of 2). Depth on Sill 35 feet, and 30 feet below T.H.W. 1 Dry Dock at Blackwall Basin. Millwall Dock Company— 1 Graving Dock. Altogether there are at the Port 30 Graving Docks, the largest being 846 feet, 846 feet, 502 feet, 475 feet, 475 feet long. Also 2 Grid-irons and a Slip.	The London and India Docks Company have storage accommodation in their sheds and warehouses for 892,000 tons of goods, including refrigerating chambers for 578,744 frozen sheep, also vaults for 147,286 pipes of wine. The Millwall Dock Company have granaries for 99,000 quarters of grain, also 40 warehouses with a floor area of 720,000 feet, and shed accommodation with an area of 253,000 square feet for the storage of timber. The Surrey Commercial Docks Company provide 63 acres of timber ponds for storage of floated timber, also sheds for the accommodation of over 62,700 standards of wood goods, and warehouses for 271,000 quarters of grain.	London and India Docks Company.: *London and St. Katharine Docks:* 2 Steam cranes (1 of 25 tons). 173 Hydraulic cranes. *East and West India Docks:* 21 Steam cranes. 1 Electric crane. 130 Hydraulic cranes. 1 Floating derrick (20 tons). *Victoria and Albert Docks:* 4 Steam cranes. 166 Hydraulic cranes. 2 Floating derricks (one 30-ton, one 50-ton). *Tilbury Docks:* 2 Steam cranes. 53 Hydraulic cranes. 1 Floating derrick (30 tons). *Town Warehouses:* 33 Hydraulic and wall cranes. 589 Also 23 electric travellers, 87 hydraulic and 44 hand jiggers, also grain elevators. Millwall Docks Company: 65 Hydraulic cranes (35 cwt.). 1 Shear legs (80 tons). 2 Hydraulic cranes of 5 and 15 tons). Surrey Commercial Docks Company: 12 Hydraulic cranes. 2 Steam cranes. 11 Hand cranes. 3 Double power cranes (1½ and 3 tons, and two 2 and 5 tons). 9 Heavy-weight cranes (2 to 10 tons, of which 8 are hand cranes). 694 This total is exclusive of the numberless cranes on the wharves in the river.	The London and India Docks Company have promoted a Bill in the Session of 1901 for the extension of the Albert Dock at an estimated cost of over £1,000,000, which will take 20 ships of a length of 500 feet. The Millwall Dock Company have promoted a subsidiary company to carry out certain improvements in the way of warehousing accommodation and labour saving appliances. The Surrey Commercial Docks Company also have extensions of 21 acres in hand which they hope will be completed by 1903.	Employed by dock companies, shipowners, and stevedores.
Riverside quays 11,000 feet, and 6,500 feet under construction. Docks 36,000 feet. Total 53,500	6 Dry Docks (longest 510 feet).	River Quays have open sheds 175 feet wide (improvements being made). No warehousing by port authority, except of timber, and that is not remunerative.	168 Hydraulic cranes (30 more on order). 1 Shear legs capable of lifting 120 tons. 2 Shear legs capable of lifting 40 tons. 1 Shear legs capable of lifting 18 tons. 172	Dispute between Town and Government. Scheme for 800 acres of docks in contemplation, which if adopted will be carried out in sections as the necessities of the Port demand.	Stevedores employed by shipowners or merchants.
10 miles, or 53,000 feet.	7 Floating Docks. No Dry Docks except one small one privately owned.	The most recent sheds are 1,000 feet by 110 feet, those under construction to be 1,300 feet by 210 feet. No direct truck delivery from shed to craft, all by cranes. Warehouses all let to merchants.	21 Hydraulic cranes. 276 Steam cranes. 101 Electric cranes (3 tons). 1 150-Ton Steam crane. 399	Large extension (250 acres) contemplated, costing over £2,000,000, in the form of 4 basins with 17,000 feet of quay.	Controlled by the Port authority.

Appendix.

20th Day, No. 3—continued.

Comparative Table of Facilities and Accommodation

1 Name of Port (and River).	2 Advance in shipping tonnage entering the Port during last ten years (1890 to 1899).	3 Port Control.	4 Average Variation in Rise and Fall of Tide.	5 Depth of Water in the River or Entrance Channel.	6 Depth of Water in the Docks and at the Quays.	7 Docks and Basins. Water Area.
	Tons.					
BREMERHAFEN (WESER).	1,280,000 to 1,460,000	State of Bremen.	Average 10 feet	Bar in river 10 miles out has 23 feet at low water, and 33 feet at high.	Newest dock 35 feet, depth in lock 35 feet at high water spring tides. The other two docks have not sufficient depth for modern requirements, and are consequently not much used.	Three Docks. No tidal harbours. 2 old Docks little used, latest and best Dock (Kaiser) 60 acres for largest ships.
BREMEN (WESER).	1,800,000 to 2,400,000	Dock undertaking managed by Bremen Lagerhaus Gesellschaft. They pay 85 % of profits to the Bremen Free State, who paid for the construction of the works in conjunction with Imperial Government.	Average 11 feet (extreme 23 feet).	It is stated that Vessels drawing 26 feet can get up at the top of the tide, but the depth of water in the river is given in the appendix to Lloyd's Register as being only 19 feet at high water.	At low water vessels rest on the mud, the depth of the Freihafen being only 20 feet at low water.	The Freihafen, which is an open Dock Basin, is 6,000 feet by 400 feet (55 acres). There is also a small river-side harbour owned by the Company that works the Freihafen.
AMSTERDAM (NORTH SEA CANAL). 15 m.	870,000 to 1,800,000	Port owned and governed by the City.	Average 5 feet	North Sea Canal can take Vessels drawing 26 feet 2 inches.	Docks 21 feet to 28 feet. New lock at Ymuiden has 33 feet on the sill at high water and 28 feet at low water.	The total water area of the long basin and docks which form the shipping accommodation is 1,500 acres.
ROTTERDAM (MEUSE). 18 m.	2,918,000 to 6,326,000	Owned and governed by the Town. River dredged and maintained by Government.	Average 4 feet	River deep and broad. Vessels drawing 24 feet to 27 feet can come up at high water and up to 22 feet at low water.	The depth at the best quays is 26 feet 3 inches at low water.	No Docks, only Basins cut into river banks and river-side quays.
HAVRE (AT MOUTH OF SEINE).	2,100,000 to 2,200,000	Docks are property of Government. Sheds partly Chamber of Commerce, partly a Company.	Average 25 feet	The central channel has 32 feet of water at high water spring tides, and 6 feet 6 inches at low water spring tides.	Depth in deepest dock is 31 feet 6 inches.	Total water area 240 acres. Docks 200 acres. Tidal harbours 40 acres. All work done on level owing to the shortness of the locks.
DUNKIRK (ON SEA COAST).	1,500,000 to 1,650,000	Chamber of Commerce, who pay a portion of the rates to Government. Government dredge and maintain Docks.		Shallow water for a mile out. The Docks are approached by a channel between two piers leading into a tidal harbour, which in turn is connected with the Docks by three locks. The depth of water in the channel is 27 feet 7 inches at ordinary high water spring tides.	Largest lock 36 feet at high water spring tides. Depth in the tidal harbour is 26 feet at ordinary high water spring tides.	Tidal harbour, also new system of Docks (Bassin de Freycinet) and an old system of Docks. Area of new system 77 acres. Area of old system 30 acres. Largest lock leading into Bassin de Freycinet 582 feet long 82 feet wide.

at London and the Chief Continental Ports—*continued.*

8 Extent of Quays.	9 Dry and Floating Docks.	10 Sheds and Warehouses. Warehousing Business.	11 Cranes.	12 New Works and Extensions.	13 Labour.
10,400 feet in the two older docks, and 9,600 feet in the Kaiser Dock. Total 20,000 feet.	1 Dry Dock at Neuer Dock, which will take two ships at a time, the largest division being about 410 feet long. 1 Dry Dock at Kaiser Dock. 660 feet long, let for 40 years to North German Lloyd.	At the Kaiser Dock there are 6 large sheds, largest 660 feet by 130 feet, none of two stories. Delivery mostly overside. No warehousing business.	Few small cranes. Steamers mostly using their own gear. Twelve cranes for heavy weights of 5, 7½, 8, 12½, 20 (3), 30, 50 (2), 75 and 150 tons; the latter of these is worked by electricity. There is also a 45-ton shear legs.	None of importance yet required or contemplated. Small branch dock to be constructed at a cost of £50,000. Prosperity of Port dependent on North German Lloyd.	Controlled by shipowners who employ stevedores.
Feet Freihafen - - 13,124 Other Docks - - 3,670 Total - - 16,794	1 small Dry Dock. 1 Floating Dock 325 feet long.	Sheds along the quay side of varying length, the longest being 820 feet by 130 feet. There is also 1 two-storied shed. Substantial and costly warehouses behind sheds (10 per cent. of cotton trade of world) (most goods go by rail).	Seventy-five 30-cwt. hydraulic travelling cranes, 15 hydraulic cranes on the road behind the sheds, 3 large (4, 10 and 30-tons), 1 floating shear legs 45-tons. Total 94.	Large scheme (£2,500,000) for 2 new long basins with a low water depth of 24 feet 6 inches and large sheds.	Controlled by Company and shipowners.
20,000 feet.	No Dry Docks. 3 private Floating Docks, the largest being 450 feet long.	Narrow single storey sheds 600 feet by 80 feet. Large warehousing centre (new block 1,000 feet by 100 feet and 6 floors). Large private warehousing—tobacco, timber, &c.	Forty-nine 30-cwt. hydraulic cranes, 7 new electric, 1 30-ton hydraulic, 1 80-ton steam shear legs. Total 58.	New works contemplated, but not settled.	Mostly employed by shipowners. Long hours.
88,000 feet.	No Dry Docks. 3 small Floating Docks (largest 360 feet).	The new sheds are 400 feet by 130 feet, but the rest are narrow—chiefly a transhipment port for bulk cargoes—small private warehousing. Large granary.	Forty-eight steam cranes, 12 hydraulic and 29 electric 30-cwt. cranes. Vessels use own machinery largely. For heavy lifts, 1 60-ton, 3 30-ton, and 2 20-ton cranes are provided. Total 95.	Large open basin of 150 acres to be completed gradually as business requires	Controlled by shipowners who employ stevedores.
50,000 feet.	6 Dry Docks. The longest being 492 feet on the blocks A new one of 675 feet is in course of construction.	Sheds 180 feet wide along "Bellot" Dock. Warehouses for 600,000 tons—chiefly coffee and cotton.	Sixty-seven steam, hydraulic and electric cranes. Also 11 cranes (3 floating) lifting from 5 to 120 tons. Total 78. Electric motors lifting 10 cwts. used in the warehouses.	Improvements including deepening some of docks to 38 feet at cost of £3,700,000 contemplated. Part already in progress.	Employed by Company owning warehouses. Very high wages. Labour troubles.
Feet Quays to new docks 15 000 Old Docks - - 7,000 Total - - 23,000	4 Dry Docks. The largest being 622 feet long.	Sheds (375 feet by 100 feet) along half the quay. Private warehousing, 200,000 tons. Chamber of Commerce. Large wool warehousing business.	Twenty-five cranes, also 1 40-ton and 1 10-ton floating crane. Total 27.	Extension of Freycinet Basin at estimated cost of £1,000,000 to be commenced in 2 years' time.	6,000 men employed by stevedores. High wages. Labour troubles.

Appendix.

20th Day, Nos. 4 and 5.

4.—Revenue Account of the Millwall Dock Company for the Year ending 31st December 1899.

(*Handed in by Mr. John Trotter on the Twentieth Day. See Question 7037.*)

Dr.	£	s.	d.	*Cr.*	£	s.	d.
To Wages	103,073	14	3	By Import Rates on Goods	151,931	7	11
„ Salaries	7,472	5	–	„ Export Rates on Goods	9,333	12	7
„ Superannuation Allowances	759	3	7		161,265	–	6
„ Directors' Fees	1,900	–	–				
„ Engineer's Department—Repairs of Premises, Plant, &c.	8,551	16	8	„ Rates and Charges on Shipping	45,970	16	2
„ Dredging	19,165	14	4	„ Rent for use of Graving Dock	1,765	–	–
„ Stores and Stationery	4,380	17	6	„ Railway Rates and Tolls	9,869	9	9
„ Gas, Electric Light, and Water	690	1	6		218,870	6	5
„ Coals and Coke	4,536	13	4	„ Rent of Lands and Premises	6,986	5	8
„ Lighterage of Goods	—						
„ Carriage of Goods by Land (Hired Cartage)	4,231	2	7				
„ Removal of Ships	—						
„ Rates and Taxes	12,674	3	4				
„ Property and Income Tax	1,500	–	–				
„ Law and Parliamentary Charges	1,811	14	6				
„ Insurance against Fire on Buildings, &c.	2,332	15	1				
„ Insurance against Fire on Goods							
„ Compensations and Donations							
„ Losses and Claims	3,542	6	2				
„ Miscellaneous Charges (Office and General Expenses)	1,563	–	3				
„ Telegraph and Telephone Communication	571	15	–				
„ Rents Payable	1,676	16	–				
„ Craft and Tug Hire	7,137	2	5				
„ Reserve for Bad and Doubtful Accounts	60	–	–				
„ Investigation Expenses	2,340	13	7				
„ Reserve for Deliveries not Completed	3,572	2	7				
„ Interest on Debentures	24,572	16	8				
„ General Interest	1,052	1	3				
	219,168	15	7				
To Balance	6,687	16	6				
£.	225,856	12	1	£.	225,856	12	1

JOHN TROTTER,
Chairman.

5.—Table shewing the Estimated Net Tonnage of Vessels entering the Millwall Docks for the Years 1869, 1879, 1889, and Actual Tonnage for 1899.

(*Handed in by Mr. John Trotter on the Twentieth Day. See Question 7037.*)

Year.	No. of Vessels.	Gross Tonnage.	Net Tonnage.
1869	1,344	517,836	368,958 estimated.
1879	1,471	1,125,665	801,989 do.
1889	1,672	1,491,649	987,463 do.
1899	1,337	1,457,375	940,005 actual.

N.B.—The Company's records of Net Tonnage prior to 1899 were destroyed by fire, consequently it is impossible to give the exact figures.

6.—Analysis of Tonnage of Vessels entering Millwall Docks during the Year 1899.

(Handed in by Mr. John Trotter on the Twentieth Day. See Question 7037.)

	Sailing Ships.			Steamers.			Total.		
	No.	Register. Tons.	Gross Tonnage.	No.	Net Tonnage.	Gross Tonnage.	No.	Net Tonnage.	Total Tonnage.
Foreign going Vessels									
Came in with cargo, left with cargo.	7	4,712	4,980	413	363,828	580,552	420	368,540	585,532
Came in with cargo, left without cargo.	37	24,883	26,538	343	402,801	632,620	380	427,684	659,158
Came in without cargo, left with cargo.	1	597	619	81	75,427	120,162	82	76,024	120,781
Came in without cargo, left without cargo.	5	9,412	9,719	18	31,464	50,800	23	40,876	60,519
	50	39,604	41,856	855	873,520	1,384,134	905	913,124	1,425,990
Coasters									
Came in with cargo, left with cargo.	6	248	248	--	—	—	6	248	248
Came in with cargo, left without cargo.	19	1,175	1,185	6	367	992	25	1,542	2,177
Came in without cargo, left with cargo.	376	21,588	21,606	19	2,912	5,943	395	24,500	27,549
Came in without cargo, left without cargo.	4	282	337	2	309	1,074	6	591	1,411
	405	23,293	23,376	27	3,588	8,009	432	26,881	31,385
Total of both Classes - -	455	62,897	65,232	882	877,108	1,392,143	1,337	940,005	1,457,375

7.—Report of the Rivers Committee of the London County Council on the Administration of the Port of London.

Extract from Council Minutes of 29th January 1901.

(Handed in by Mr. Thomas McKinnon Wood on the Twentieth Day. See Question 7122.)

1. The Council may remember that shortly after its constitution it decided that the ratepayers of the county generally ought to have some voice in the management of the Thames and of the Port of London, and in 1890 and again in 1893 it asked for a representation on the Thames Conservancy Board.

In the result Parliament as a temporary measure by section 3 of the Council's General Powers Act of 1893 empowered it to appoint three of its members to sit on that Board for three years, and further recognised the Council's contention that the Board as then constituted did not properly represent the public interests intrusted to their care, by requiring that the Conservancy Board should introduce in 1894 a Bill to amend their constitution and powers, and declaring that if the Board did not then introduce such a Bill or the Bill failed to pass, the Council might introduce a Bill for the purpose in 1895. This caused the Conservancy to introduce in 1894 the Bill which became the Thames Conservancy Act, 1894, and which gave the Council its present representation of six members on the Board.

It should be here mentioned as affecting the question now before the Council that this Act also empowered the Board of Trade to appoint a Commission to report what dredging and other operations (if any) were practicable and expedient to improve the navigation of the Thames and the estuary thereof, between Thorney Creek and the Nore lightship, and as to the cost of any operations they might recommend, and also required the Conservators as soon as practicable after receiving the Commissioners' report to carry out its recommendations, or to apply to Parliament for any powers they needed to give effect to them. A Commission, which consisted of Sir John Wolfe Barry, C.B., Vice-Admiral Sir George Nares, K.C.B., F.R.S., and Mr. George Fosbery Lyster, engineer to the Mersey Docks and Harbour Board, was appointed, and heard evidence from many persons and bodies, including the Council, who then expressed its view "that the navigation of the Thames is of great national an metropolitan importance."

The Commissioners in their report, dated 26th March, 1896, after stating the necessity, in their view, for ships being able to leave Gravesend at any state of the tide, pointed out that although the river between Thorney Creek and Gravesend was not strictly within the reference to them, they had incidentally to investigate its condition, and that they concurred with the view of shipowners and others who had appeared before them that much public advantage would be gained if a navigable depth of about 30ft. below low water of spring tides, suitable for vessels of the largest draught, were provided up to Gravesend.

The Conservancy Board at once considered this important report, and on 22nd June, 1896, their Lower River and General Purposes Committee reported on it, proposing as a modification of the Commissioners' suggestions a channel varying from 24ft. to 26ft. in depth. When this proposal came before the Conservancy Board Mr. Charles Harrison moved, and Mr. Steadman seconded, an amendment, which we think it advisable to set out in full, as follows:—

"That, having regard to the representations mentioned in the report as made to the Commission by the London Association of Shipowners and Brokers, who are stated in the report to practically represent almost the whole of the large steam vessels trading to and from the Port of London, and to the representations of the agents of the shipowners representing the most important lines of steamers, trading to various parts of the world, as to the necessity of a navigable channel of a depth of about 30ft., suitable for vessels of the largest draught, at least up to Gravesend, and to the concurrence expressed in paragraph 35 of their report by the Commissioners in that scheme and in the views

Appendix. 20th Day, No 7— continued.

of the shipowners, and to the findings of the Commission in paragraph 37 of the report that the present channel might be easily and cheaply deepened to the extent of providing a channel sufficient for the passage of the largest vessels trading to the Port of London, at all states of the tide, and that such improvement could be maintained at comparatively small expense, this Board is of opinion that the channel up to Gravesend should be of a navigable depth of about 30ft., and that any lesser depth will not satisfy the requirements of so important a port as London."

This amendment was lost, whereupon Mr. McDougall moved and Mr. Strong seconded an amendment to the effect that the works proposed by the Committee should be undertaken merely as the first instalment of the larger scheme.

This amendment was also rejected, but it will be seen from this record that the representatives of the Council on the Conservancy Board did all in their power to get the recommendation of the Commissioners accepted by the Conservancy as the means of obtaining a channel capable of providing for the largest ships using the Port of London.

At this time the Council had become seriously concerned at the unsatisfactory state of the port, and, inasmuch as the trade of London and, to some extent, that of the United Kingdom, greatly depended upon its efficiency, determined, apart from its action on the Thames Conservancy, to see what steps it could take, and on 24th March, 1896, passed the following resolution:—

"That it being in the best interests of London to improve its port shipping by improved and cheaper dock accommodation it be referred to the Rivers Committee to report upon the whole subject."

Acting on that resolution we at once instructed the statistical officer of the Council to obtain for us the very comprehensive information necessary to enable us to deal with this reference, and we from time to time received from him returns dealing with the extent, limits, and general character of the port, the authorities of the port, with a synopsis of their powers, rights, and duties, the system of government of the ports of the United Kingdom, and an account of the expenditure and revenue of the London port and dock authorities. Copies of these returns have been circulated to the members of the Council.

It is hardly necessary to dwell on the importance of the Port of London as a centre of British commerce. The total shipping that enters the Port of London amounts to one-fifth of the total shipping of the United Kingdom. The value of the commodities imported at the port is one-third of the total value of the imports of the United Kingdom, and the value of the exports is more than one-fourth of the total value for the United Kingdom. Liverpool, which ranks next in the quantity and importance of its shipping, has a tonnage entered of 8,282,774, against 14,682,971 for London, and a tonnage cleared of 7,458,218, as against 8,250,733 for London. Excluding Cardiff, where the trade is of a more special nature, Glasgow is the next British port, with a tonnage of shipping entered 3,034,680, and of shipping cleared of 3,415,296. Of foreign ports, New York comes first with a shipping entered of 8,115,528 tons, or 52·7 per cent. of London, then Hamburg with a shipping entered of 7,765,950 tons, or 50·5 per cent., Antwerp with 6,842,163 tons, or 44·5 per cent., and Rotterdam with 6,323,072 tons, or 41·1 per cent. In 1890 the shipping of New York was 50·5 per cent. of London, of Hamburg was 39·6 per cent., Antwerp 34·4 per cent., and of Rotterdam 22·2 per cent.

From the material placed before us we saw plainly that owing to the shallowness of the channel of the river and to the present arrangement at the docks, vessels were very much delayed in arriving at berths and in their unloading and reloading. We found that one serious detriment to good administration was the existence of a number of different authorities having control in the port, no one possessing a complete power for either river, port, navigation, shipping, or other services, and that the simplification of this jurisdiction was a necessity; that foreign ports, and ports in Great Britain, had been in recent years making considerable developments to meet the present needs of modern commerce, and, in particular, to accommodate the large vessels now being built, but that, having regard to existing conditions, and particularly to the fact that none of the authorities in the port had either the necessary funds nor, owing to the division of control, the necessary powers to carry out a comprehensive scheme, there seemed to be no possibility of similar developments being made in the Port of London.

We had in this way obtained considerable information, but, owing to the magnitude of the subject, we had not finally considered it with a view of reporting to the Council our conclusions at the time when the London and India Docks Joint Committee and the London and St. Katherine Docks Company brought in their bills of last session.

We had, however, at that time, on the information before us, arrived at the conclusion that the condition of the port generally had assumed an aspect which, unless something were speedily done, would bring great disadvantage to London, and that the question of what should be done ought not to be complicated further by the passing into law of the proposals of the dock companies contained in those two bills. We accordingly, on 20th February, 1900, made a long report on the subject to the Council, suggesting that the Government should be asked to receive a deputation to urge the necessity of an inquiry as to the best method of remedying the defects in the administration and accommodation of the port.

The Council adopted our suggestion, and in the result, as we reported on 13th and 27th March last, the President of the Board of Trade received a deputation from the Council on 15th March. The chairman of the Council, the chairman of our Committee, and other members of the Council reminded the President of the interests which the people of London generally had in the port, of the steps the Council had taken in the matter; that its investigations had led it to the view that unless some improvement in the port was speedily effected it might lose its position as the first port in Great Britain; and much of its trade would depart to foreign ports with which it was in competition. They also pointed out that the whole question had never been reviewed since 1799, that in the meantime the dock system, under private companies had arisen and developed without public control, the City Corporation having relinquished its hold upon the river; that the Thames Conservancy had been constituted; that a very complex system of various controls had arisen in the port; and that the state of matters was now such that it seemed urgently necessary that the Government should hold an inquiry into the whole question.

Soon after the interview, as we informed the Council on 31st July last, the President of the Board of Trade informed the Council that Her Majesty's Government had decided to appoint a Royal Commission, consisting of the Earl Egerton of Tatton, chairman; Lord Revelstoke; Hon. A. Lyttelton, Q.C., M.P.; Sir Robert Giffen, K.C.B.; J. E. Ellis, Esq., M.P.; Rear-Admiral Sir John Hext, K.C.I.E., and Sir J. Wolfe-Barry, K.C.B., to inquire into the "present administration of the Port of London and the water approaches thereto; the adequacy of the accommodation provided for vessels, and the loading and unloading thereof; the system of charge for such accommodation, and the arrangements for warehousing dutiable goods; and to report whether any change or improvement in regard to any of the above matters is necessary for the promotion of the trade of the port and the public interest"; and the Council thereupon gave us instructions and voted us the necessary funds to prepare evidence to be given on the Council's behalf before the Commission.

The Commissioners have asked for, and the Council have furnished them with, copies of the above-mentioned returns prepared for us by the statistical officer, and of certain other documents which it has in its possession dealing with the subject of their reference.

The Commissioners, who are still sitting, held their first meeting for receiving evidence on 6th November last, and have already had witnesses before them who have given important evidence on matters which concern the Conservancy of the Thames; the Board of Customs; the London and India Docks Joint Committee; the Millwall Docks Company; the Port of Bombay; the Surrey Commercial Dock Company; the Peninsular and Oriental Company; the Orient Steam Navigation Company; the General Shipowners' Society; Allan Brothers and Co. (Liverpool and London), Limited; Messrs. Matthews and Lufi, shipbrokers; Messrs. W. H. Smith and Sons, wharfingers and general warehouse keepers; the proprietors of Hay's wharf; Messrs. Hoare, Wilson and Co.,

wharfingers; the proprietors of Brooks' wharf and Bull wharf; Messrs. Gordon, Coombe and Co.; the proprietors of the new Hibernia, West Kent and Hay's wharves; Mr. Edward Weber, a member of the firm of Anderson, Weber and Smith, wharfingers; Messrs. Kearns, Tuxford and Major; and the Short Sea Traders' Association.

We have carefully considered this large body of important evidence which we think has supported the general conclusions at which we have arrived, and which has greatly assisted us in considering the proposals which we are about to lay before the Council.

The Commission having intimated that they would be glad to have evidence on behalf of the Council as soon as possible, we instructed the officers to prepare such part of the Council's evidence as consisted of facts relating to the present condition of things, and we also instructed the statistical officer to complete his evidence by visiting certain ports of the Continent and obtaining from them particulars incidental to the question.

The clerk of the Council on 11th and 13th December submitted detailed evidence dealing with the history of the Port; showing how the docks passed from municipal to private control; giving statistics of the shipping using the Port; the expenditure and revenue of the port and its trade; pointing out the extent to which all these had varied from time to time; showing the present accommodation and how it grew up; the present various controls and how they arose; and giving details for the purpose of comparison of the systems of government adopted in other British and at Continental ports.

The Commissioners asked the clerk of the Council to place before them his summary of the facts reported to the Government from time to time by H.M. consuls in the Foreign Office reports and to tabulate the results showing the effect of the financial operations and certain other matters on which they were desirous of obtaining information, and he will accordingly appear before the Commissioners again.

The chief engineer, in his evidence on 11th December, pointed out the duties that the Council has to perform in connection with the main drainage of London; the prevention of floods; embankments; bridges; tunnels; Woolwich free ferry; and protection from fire. He also gave evidence as to the possibility of improving the port generally; as to the tidal action and possible future accommodation, and the reduction of the flow of upland water; and particularly as to the advisability and practicability of forming a 30-feet channel from Gravesend to the Albert Dock and a continuation of the same as far as the Surrey Commercial Docks, putting in plans and an estimate of the cost of making the same.

We have now to arrange for the evidence dealing with the Council's suggestions as to policy, as the Royal Commission has expressed its desire that that evidence should be submitted to it early in February, and we beg to place before the Council the main points which appear to us necessary to support the conclusions to which we have come after considerable attention to the subject.

At present the development of the port is arrested by the financial position of the Thames Conservancy and the chief dock companies (with one exception). These bodies are unable to raise, at any rate on advantageous terms, the capital necessary for development, and this condition of affairs is certainly placing the port at an increasing disadvantage compared with its rivals. Among improvements which are necessary, and for which fresh capital will be required, we may mention—

(*a.*) The deepening and improvement of the Thames on the lines indicated in the report of the Lower Thames Navigation Commission, and in the evidence given before the present Commission by Sir Alexander Binnie.

The Council's Engineer has estimated the cost at less than two millions, spread over several years.

(*b.*) The improvement of the docks, their equipment and approaches.

Apart from the necessity for the expenditure of fresh capital, we think that it is desirable that the future administration of the docks should not remain in the hands of private companies, but should be placed in the hands of a body whose sole object should be to serve the interests of the shipping and commerce of the port, with which those of the London ratepayers are very closely connected.

We think that the area of the Port of London should be the same for all purposes of jurisdiction, and should be defined as extending from the tidal limit of the Thames at Teddington on the west to an imaginary line drawn from the Naze to the North Foreland, subject only to provisions similar to those in the Thames Conservancy Act, 1895 (Section 3 and the second Schedule) with regard to charging shipping dues.

The Thames Conservancy should remain, with the necessary change in constitution, as the river authority above Teddington. The powers of the Conservancy below Teddington should be taken over by the new authority, which should also manage and conduct the undertakings of the following dock companies—

East India Docks.
West India Docks.
St. Katherine's Docks.
London Docks.
Royal Albert Docks.
Royal Victoria Docks.
Tilbury Docks.
} Owned by the London and India Dock Company.
Millwall Docks.
Surrey Commercial Docks.

The new authority should also have the power of appointment of pilots and the superintendence of pilotage, and the regulation of watermen and lightermen, and in general should control all matters within the Port of London, including the provision and maintenance of a proper channel; the removal of obstructions; lighting and buoying; the appointment and superintendence of pilots, lightermen, and watermen; the provision of sufficient and suitably equipped docks and quays, and means of land and river communication therewith; the regulation of the traffic, mooring, loading and unloading of vessels; the licensing of new piers and embankments, and making charges therefor; the provision of moorings, piers and landing stages; the fixing, revising and levying dues and charges on vessels and goods; the sanitary duties relating to the port; and the making of bye-laws in connection with the above-mentioned matters. This would mean the transfer of powers now exercised by the Thames Conservancy, City Corporation, Trinity House, the Waterman's Company, and the dock companies mentioned.

In dealing with the question of the constitution of the new authority to be proposed by the Council, one of the most important considerations that must determine its decision is that of finance. There must be an expenditure of many millions for the acquisition of the property of the dock companies, and fresh capital must be raised for deepening the river and other improvements. For the management of an undertaking of this kind, which differs in its nature from that of water or tramway undertakings, we think it most desirable that the managing body should contain a large representation of experts elected by the shipowners and merchants of the port. As the trade of the capital is not only a matter of local, but also of national concern, we think that the Government should be asked to contribute to the improvement of the port, and that representatives of certain Government departments should be appointed to serve as members of the new authority. It may be mentioned here that the Commissioners of Woods and Forests receive one-third of the amount paid to the Thames Conservancy in respect of the licences for works on the river, which the Commissioners might perhaps be asked to forego in the interests of the trade of the port.

We have had to consider the matter from the point of view of the financial interests of London. It is necessary to bear in mind how much the prosperity of commercial London, and, indeed, of the ratepayers generally, is bound up with the prosperity of the port, and its adequacy for modern requirements. After much consideration we can see no method of raising the necessary capital which will be so economical as that of raising it upon the security of the rates of London, and by means of the high credit enjoyed by the Council. It would be indefensible, in our opinion, to give the power of raising money by rate to any body which had a direct interest in reducing charges on ships and goods at the expense of the ratepayer. We therefore submit to the Council that it should undertake the responsibility of raising the capital which is necessary. If that proposal is approved, we think that the Council should purchase the docks and property of the dock companies

Appendix.
—
20th Day,
No. 7—
continued.

already mentioned, and should retain the control of capital expenditure in order to safeguard the interests of the general body of ratepayers. Interest and sinking fund would be a charge on revenue after payment of management expenses. But we do not think that the Council should desire to make profit for the ratepayers, who would reap sufficient advantage from the prosperity of the port.

We are of opinion that repayment of capital should be by instalments spread over 100 years on the annuity system, and, having regard to the necessary provision of fresh capital, we think no more onerous terms should be imposed upon the ratepayers of the present day. Having regard to the nature of the property, we think the proposal of long-deferred payment is sound and justifiable as regards future ratepayers.

As to management, we think that all administrative control should be left absolutely to a statutory authority, to be called "The Port of London Committee," of not more than 30 members, of whom ten members should be from the Council, two from the City Corporation, and ten should be representatives of the shipowners and merchants, elected on the Liverpool system, by all who have paid in the preceding year £10 of port dues. Other members should be appointed by Government departments, one each representing such departments as the Board of Trade, the Customs, the Admiralty, the Treasury (in case of an imperial grant), and the Trinity House should also be represented by one member.

There would thus be a managing authority representing the various interests concerned in the development and the efficient and economical administration of the port, and the manifest necessity of arranging for capital expenditure would be adequately provided for. In the event of the income exceeding management expenses, together with the payment of interst and sinking fund, surplus revenue should be expended on improvements of the port and on lowering dues and charges. We think that the sources of revenue of the new authority, after the necessary improvements are carried out, should be sufficient to meet all its proper expenses; but it is necessary to contemplate the case of expenditure exceeding revenue as an exceptional occurrence. In this event the Council should have power to make a contribution, and the Committee should with its application submit an estimate of its income and expenditure. Such contribution should be repayable to the Council out of the first surplus revenue.

The Port of London Committee would have complete powers of management, including appointment of officers, and would also have control of expenditure and income, subject to its obligation to repay interest and sinking fund, but it would have no borrowing powers or right to pledge the credit of London. Its accounts would be separately audited and published. We recommend—

That the Council do authorise the Rivers Committee to arrange for evidence to be given before the Royal Commission on the Port of London on the following lines:

(a) That the management of the Port of London and the docks of the London and India, the Millwall and the Surrey Commercial Dock Companies should be consolidated in the hands of one public authority.

(b) That the port should for all purposes be defined as extending from the tidal limit of the Thames at Teddington on the west to an imaginary line drawn from the Naze to the North Foreland, subject only to provisions similar to those in the Thames Conservancy Act, 1894 (section 3 and the second schedule), with regard to charging shipping dues.

(c) That the management and administration of the port and docks should be in the hands of a statutory authority, to be called the "Port of London Committee," subject to the Council retaining the control of capital expenditure.

(d) That power should be conferred on the Council to purchase the property of the dock companies, and to raise the capital necessary for that purpose, for the deepening of the channel of the river, and for the improvement of the port and docks.

(e) That the Port of London Committee should be constituted on the general principle of one-third representation of the Council, one-third of shipowners and merchants, and one-third of the City and official members.

(f) That, in view of the national interest in the Port of London, the Government should be invited to contribute towards the expense of improving the port.

(g) That repayment of capital should be provided for by instalments spread over 100 years, on the annuity system. [Adopted.

JOHN MCDOUGALL,
Chairman.

Motion made—That the report be received.

After debate,

Motion put and declared to be carried.

Resolved accordingly.

(1) Motion made—That the recommendation of the Committee, No. 1, be adopted.

After debate,

Motion put and declared to be carried.

Resolved—That the Council do authorise the Rivers Committee to arrange for evidence to be given before the Royal Commission on the Port of London on the following lines:

That the management of the Port of London and the docks of the London and India, the Millwall and the Surrey Commercial Dock Companies should be consolidated in the hands of one public authority.

That the port should for all purposes be defined as extending from the tidal limit of the Thames at Teddington on the west to an imaginary line drawn from the Naze to the North Foreland, subject only to provisions similar to those in the Thames Conservancy Act, 1894 (section 3 and the second schedule), with regard to charging shipping dues.

That the management and administration of the port and docks should be in the hands of a statutory authority, to be called the "Port of London Committee," subject to the Council retaining the control of capital expenditure.

That power should be conferred on the Council to purchase the property of the dock companies, and to raise the capital necessary for that purpose for the deepening of the channel of the river, and for the improvement of the port and docks.

That the Port of London Committee should be constituted on the general principle of one-third representation of the Council, one-third of shipowners and merchants, and one-third of the City and official members.

That, in view of the national interest in the port of London, the Government should be invited to contribute towards the expense of improving the port.

That repayment of capital should be provided for by instalments spread over 100 years on the annuity system.

TWENTY-FIRST DAY.

1.—LIST of the CASES relating to the IMPROPER NAVIGATION of VESSELS on the RIVER THAMES below LONDON BRIDGE reported to the CONSERVATORS during the Years 1895 to 1900 inclusive.

(Handed in by Mr. R. Philipson on the Twenty-first Day. See Question 7560).

Name of Vessel.	By whom Reported.	Result.
	1895.	
S.S. "Eddystone" -	Men employed on Conservancy dredger.	Conviction obtained.
Tug "Sarah Joliffe"	Curlew Rowing Club - -	" "
Torpedo catcher -	Royal Terrace Pier Company	Dropped. Evidence insufficient.
S.S. "La Marguerite"	London and Thames Haven Petroleum Company.	Dropped. Owners agreed to pay for the damage done.
S.S. "La Marguerite" -		
Tug "Dorunda" - -	London County Council	Dropped. Owners admitted liability for damage.
S.S. 'Royal Sovereign" -	S. Williams & Sons	Dropped. Insufficient evidence.
S.S. "City of Aberdeen" -	" " - -	Dropped. Vessel could not be identified.
S.S. "Thames" - - -	" " - -	Dropped at request of complainants.
S.S. "Maggie Warrington"	Harbour Master - - -	Owners cautioned.
S.S. "Royal Sovereign" -	Wm. Cory & Son, Limited -	Dropped at request of complainants.
S.S. "Clacton Belle" - -	W. G. Allen - - -	Dropped. Evidence insufficient.
S.S. "Clacton Belle" - -	London County Council -	" " "
Passenger steamer - -	Lord Londonderry - -	Dropped. Vessel could not be identified.
Tug "Sultan" - - -	W. Dolley - - - -	Dropped. Insufficient evidence.
S.S. "Kohinoor" - -	J. Shelbourne & Co. - -	Dropped at complainants' request, as the vessel was properly navigated afterwards.
S.S. "Kohinoor" - -	W. T. Bridges & Co. - -	Dropped. Evidence insufficient.
	1896.	
S.S. "Holland" - - -	J. Cripps - - - -	Dropped. Complainant took civil proceedings to recover damages.
S.S. "Clacton Belle" -	A. J. Humphery - - -	Conviction obtained.
S.S. "Southend Belle" -	J. Hollway - - - -	Dropped. Vessel could not be identified.
S.S. "London Belle" - -	Harbour Master - - -	Dropped. Insufficient evidence.
S.S. "Royal Sovereign" -	D. B. Falconer - - -	Dropped. Complainant was a passenger. No evidence that lives were endangered.
S.S. "Royal Sovereign" -	Phillipps and Graves - -	Dropped. Complainant did not furnish evidence.
S.S. "Southend Belle" -		
S.S. "Royal Sovereign" -	Curtiss' and Harvey -	Dropped. Complainants did not furnish evidence.
S.S. "Clacton Belle" - -		
Torpedo catcher "Corrientes."	Anglo-American Oil Company.	Conviction obtained.
	1897.	
S.S. "London" - - -	Knight, Bevan and Sturge -	Dropped. Offence could not be proved[1]
S.S. "Avon" - - -	Metropolitan Police - -	Dropped. No evidence of improper navigation.
S.S. "Himalaya" - -	Captain Morrell - - -	Conviction obtained.
S.S. "Southend Belle" -	J. Hollway - - - -	" "
S.S. "Clacton Belle" - -	A. J. Humphery - - -	" "
S.S. "Clacton Belle" - -	" - -	

Appendix.

21st Day, No. 1 – continued.

1.—List of the Cases relating to the Improper Navigation of Vessels, &c.—*continued.*

Name of Vessel.	By whom Reported.	Result.
	1897—*continued.*	
S.S. "Kohinoor" - -	Telegraph Construction Company.	Conviction obtained.
Passenger steamer - -	G. Saxby - - - - -	Dropped. No evidence.
Tug "Don" - - -	J. Hollway - - - -	Dropped. Insufficient evidence. Summons withdrawn.
Dundee steamer - -	„ - - - - -	Dropped. Insufficient evidence.
S.S. "Dundee" - - -	Erith Lighterage Company -	Conviction obtained.
S.S. "Leona" - - -	J. Hollway - - - -	Dropped. Evidence insufficient.
S.S. "Malvina" - - -	London and Tilbury Lighterage Company.	Dropped. Vessel could not be identified.
S.S. "Southend Belle" -	W. Gibbs - - - -	Dropped. Evidence insufficient.
Tugs (various) - - -	Harbour Master - - -	Owners cautioned.
	1898.	
S.S. "Albatross" - -	A. Holland & Co. - -	Conviction obtained.
S.S. "Kohinoor" - -	A. J. Humphery - - -	„ „
S.S. "Berlin" - -	Knight, Bevan and Sturge -	Dropped. Witnesses unable to identify the offending vessel.
S.S. "Eagle" - - -	Metropolitan Police - -	Dropped. Insufficient evidence.
S.S. "London Belle" - -	„ „ - -	Dropped. Police did not take witnesses names.
S.S. "La Marguerite" -	Men employed on Conservancy Dredger and Hopper.	Magistrates were equally divided as to whether any offence. No conviction. No order as to costs.
S.S. "Kohinoor" - -	Men employed on Conservancy launch "Dromedary."	Dropped. Insufficient evidence.
S.S. "Baldon" - - -	Men employed on Conservancy Dredger.	„ „ „
S.S. "Royal Sovereign" -	Metropolitan Police - -	„ „ „
	1899.	
S.S. "Yarmouth Belle" -	G. Smith - - - - -	„ „ „
S.S. "Southend Belle" -	„ - - - - -	„ „ „
S.S. "Royal Sovereign" -	„ and G. Damiral -	„ „ „
S.S. "Eagle" - - -	London County Council -	„ „ „
S.S. "Eagle" - - -	Harbour Master - - -	Conviction obtained.
S.S. "Kohinoor" - -	London County Council -	Dropped. Insufficient evidence.
S.S. "Royal Sovereign" -	„ „ -	„ „ „
S.S. "Yarmouth Belle" -	Harbour Master - - -	„ „ „
	1900.	
S.S. "Batavier III." - -	Wm. Cory and Son, Limited	Conviction obtained.
S.S. "Yarmouth Belle" -	Anglo-American Oil Company.	„ „
S.S. "Southwold Belle" -	London County Council -	„ „
S.S. "Hirondelle" - -	S. Williams and Sons, Limited.	„ „
S.S. "Hogarth" - - -	Knight, Bevan and Sturge -	Dropped. Insufficient evidence.
Torpedo boats - - -	„ „ „ -	„ „ „
Aberdeen steamer - -	„ „ „ -	„ „ „
S.S "Kohinoor" - -	London County Counci -	Summons dismissed.
S.S. "Osprey" - -	A. J. Humphery - - -	Dropped. Insufficient evidence

1.—List of the Cases relating to the Improper Navigation of Vessels, &c.—*continued.*

SUMMARY.

Cases reported by Conservancy officers -	9	Convictions obtained - - - - -	17
Cases reported by other persons - - -	59	Cases dismissed by Magistrates - - -	2
		Summons withdrawn - - - - -	1
		Cases in which proceedings could not be instituted owing to insufficient evidence	46
		Cases in which the owners were cautioned	2
	68		68

2.—LIST of DIRECTORS of the SURREY COMMERCIAL DOCK COMPANY.

(*Handed in by Mr. W. F. Malcolm on the Twenty-first day. See Question 7576.*)

Chairman—Samuel Wolfe Keene, Esq. (Messrs. S. W. Keene & Co., corn merchants).
Deputy Chairman—David John Morgan, Esq., M.P. (Messrs. Morgan, Gellibrand & Co., merchants).
Lord Addington (Messrs. Hubbard and Sons, merchants and bankers).
John Aste, Esq. (Messrs. John Aste and Sons, corn merchants).
John Henry Bovill, Esq. (Messrs. Bovill and Sons, corn merchants).
Robert E. A. E. Brandt, Esq. (Messrs. R. Brandt & Co., merchants).
Charles Churchill, Esq. (late of Messrs. Churchill and Sim, timber brokers).
Sir Joseph Cockfield Dimsdale, M.P. (Messrs. Prescott, Dimsdale & Co., Limited, bankers).
William Lowndes Toller Foy, Esq. (Messrs. Foy, Morgan & Co., timber brokers).
Josiah Griffin, Esq. (late Secretary to the Surrey Commercial Dock Company).
Sir John Henry Johnson (Messrs. J. Johnson, Son & Co., corn merchants).
William Forrest Malcolm, Esq. (Messrs. W. F. Malcolm & Co., merchants).
George Friday Neame, Esq. (Messrs. G. F. Neame & Co., timber merchants).
Edward George Price, Esq. (Messrs. Price and Pierce, timber merchants).
William Strang, Esq. (shipowner).
Francis Tagart, Esq., (late of Messrs. Tagart, Beaton & Co., timber merchants).

3.—STATEMENT showing NUMBER of CRAFT entering the SURREY COMMERCIAL DOCKS in each Year from 1890 to 1899.

(*Handed in by Mr. W. F. Malcolm on the Twenty-first day. See Question 7581.*)

Year.	No. of Craft.	Year.	No. of Craft.
1890	20,297	1895	20,014
1891	21,457	1896	21,555
1892	22,145	1897	20,172
1893	20,842	1898	18,898
1894	22,309	1899	22,053

Appendix.

21st Day, Nos. 4 and 5.

4.—STATEMENT showing times of attendance before and after HIGH WATER, and number of BARGES DOCKED and UNDOCKED at the SURREY LOCK of the SURREY COMMERCIAL DOCKS in the months of August, September, and October, 1900.

(*Handed in by Mr. W. F. Malcolm on the Twenty-first day. See Question 7581.*)

Date, 1900	Time work at Lock began.	Time of High Water at London Bridge.	Time work at Lock finished.	Total attendance given on Tide.	Number of Barges.		Total Number of Barges.
					Docked.	Undocked.	
August 17	1.30 p.m.	6.37 p.m.	8.50 p.m.	7 hrs. 20 min.	47	38	85
„ 18	2.30 „	7.35 „	9.30 „	7 „ 0 „	34	31	65
„ 22	7.0 a.m.	12.7 „	2.0 „	7 „ 0 „	46	38	84
„ 23	8.0 „	1.2 „	4.15 „	8 „ 15 „	33	40	73
„ 27	10.22	3.22 „	6.30 „	8 „ 8 „	52	42	94
„ 31	12.12 p.m.	5.22 „	6.0 „	5 „ 48 „	65	43	108
September 11	10.5 a.m.	3.15 „	4.30 „	6 „ 25 „	55	32	87
„ 12	10.49 „	3.59 „	5.10 „	6 „ 21 „	40	48	88
„ 13	11.33 „	4.43 „	7.15 „	7 „ 42 „	43	50	93
„ 26	10.10 „	3.20 „	5.30 „	7 „ 20 „	42	43	85
„ 27	10.40 „	3.50 „	5.0 „	6 „ 20 „	18	45	63
October 6	7.30 „	11.47 a.m.	4.10 „	8 „ 40 „	21	29	50
„ 11	10.27 „	3.37 p.m.	6.30 „	8 „ 3 „	33	54	87
„ 12	11.11 „	4.21 „	6.40 „	7 „ 29 „	35	51	86
„ 13	11.56 „	5.6 „	6.15 „	6 „ 19 „	55	48	103
„ 20	7.30 „	12.4 „	1.20 „	5 „ 50 „	19	30	49
„ 24	9.14 „	2.24 „	3.5 „	5 „ 51 „	28	39	67

5.—STATEMENT of the NUMBER and TONNAGE of VESSELS of VARIOUS CLASSES which entered the COMMERCIAL DOCKS from 1810 to 1840, and the AVERAGE TONNAGE of these VESSELS during that period.

(*Handed in by Mr. W. F. Malcolm on the Twenty-first day. See Question 7581.*)

Year.	Wood Laden.		Corn and Seed.		Sundries and Light.		Total in each Year.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1810	75	15,707	8	698	200	38,565	283	54,970
1811	90	26,431	—	—	94	24,124	184	50,575
1812	69	21,402	3	685	131	29,670	203	51,757
1813	185	46,615	38	7,225	144	26,086	367	79,926
1814	145	34,774	46	4,991	102	14,737	293	54,502
1815	384	97,625	7	1,279	107	20,265	498	119,169
1816	46	14,827	8	1,389	100	14,823	154	31,039
1817	138	39,783	47	6,801	83	15,703	268	62,287
1818	162	46,577	70	10,270	98	20,094	330	76,941
1819	254	67,973	30	4,702	92	22,527	376	95,202
1820	152	43.619	22	2,649	96	23,363	270	69,631
1821	218	59.539	27	3,488	110	18,935	355	81,962
1822	167	45,332	5	535	93	18,735	265	64,602
1823	294	87,361	2	550	93	15,608	389	103,519
1824	390	114,329	5	935	110	15,959	505	131,223
1825	520	151,688	43	4,690	148	20,050	711	176,428
1826	260	80,537	43	5,310	138	16,903	441	102,750
1827	247	74,750	23	4,040	145	17,691	415	96,481
1828	214	67,880	47	5,615	123	15,391	384	88,886
1829	257	77,591	72	11,658	113	17,405	442	106,654
1830	168	54,733	31	4,131	84	12,367	283	71,231
1831	223	75,445	45	8,712	56	8,601	324	92,758
1832	101	32,895	18	2,813	44	10,217	163	45,925
1833	125	39,065	5	663	43	9,186	173	48,914
1834	157	48,355	21	2,175	28	4,290	206	54,820
1835	134	43,643	7	830	31	5,147	172	49,620
1836	180	59,391	41	4,210	34	5,680	255	69,281
1837	190	62,223	55	7,071	48	7,348	293	76,642
1838	276	87,664	38	5,588	40	7,514	354	100,766
1839	219	68,903	222	39,558	38	6,865	479	115,326
1840	211	65,809	476	74,825	48	9,085	735	149,719
	6,251	1,852,466	1,505	228,086	2,814	492,954	10,570	2,573,506
	Average tonnage 296 tons.		Average tonnage 152 tons.		Average tonnage 175 tons.		Average tonnage 243 tons.	

6.—TABLE showing the QUANTITIES of SAWN WOOD GOODS delivered direct from SHIP to CRAFT from 1890 to 1899, and the PERCENTAGE of these QUANTITIES to the TOTAL QUANTITIES of these GOODS received into the SURREY COMMERCIAL DOCKS.

(*Handed in by Mr. W. F. Malcolm on the Twenty-first day. See Question 7581.*)

Year.	Sawn Goods Landed.	Delivered Overside.	Total Landed and Overside.	Percentage of Overside Deliveries to Landed.	Percentage of Overside Deliveries to Total Landed and Overside.
	Standards.	Standards.	Standards.		
1890	213,792	49,900	263,692	23	18·92
1891	164,311	43,311	207,622	26	20·86
1892	183,357	56,420	239,777	30	24·00
1893	158,120	59,221	217,341	37	27·25
1894	180,129	74,438	254,567	41	29·24
1895	162,555	80,759	243,314	49	33·19
1896	187,596	102,784	290,380	55	35·40
1897	214,321	115,928	330,249	54	35·11
1898	208,149	114,613	322,762	55	35·51
1899	181,196	123,759	304,955	68	40·58

7.—TABLE showing the QUANTITIES of GRAIN delivered direct from SHIP to CRAFT from 1890 to 1899, and the PERCENTAGE of these QUANTITIES to the TOTAL QUANTITIES received into the SURREY COMMERCIAL DOCKS.

(*Handed in by Mr. W. F. Malcolm on the Twenty-first day. See Question 7581.*)

Year.	Vessels Grain Laden. Register Tonnage.	Landed.	Delivered Overside.	Total Landed and Overside.	Percentage of Overside Deliveries to Landed.	Percentage of Overside Deliveries to Total Landed and Overside.
		Quarters.	Quarters.	Quarters.		
1890	221,134	1,471,079	744,112	2,215,191	50	33·60
1891	251,196	1,764,070	827,375	2,591,445	43	31·93
1892	174,637	1,194,293	555,602	1,749,895	48	31·75
1893	231,957	1,588,975	729,597	2,318,572	46	31·47
1894	269,450	1,781,807	1,052,845	2,834,652	58	37·14
1895	240,015	1,816,555	819,197	2,635,752	45	31·08
1896	192,511	1,440,475	709,942	2,150,417	49	33·02
1897	111,059	803,132	469,064	1,272,196	58	36·87
1898	62,434	747,280	203,458	950,738	27	21·40
1899	103,284	888,237	530,152	1,238,389	40	28·3

8.—MEMORANDUM on the PRINCIPAL POINTS of INFORMATION obtained from the BRITISH CONSULAR REPORTS relating to the CHIEF CONTINENTAL PORTS on the NORTH SEA and ENGLISH CHANNEL.

(*Handed in by Mr. G. L. Gomme on the Twenty-first day. See Question 7772.*)

HAMBURG.

Port Administration.—The position of the administration of the Port of Hamburg dates from the incorporation of the State with the German Customs Union on the 1st October, 1888. Agreements between the Imperial and the Hamburg governments were drawn up in 1882, and accepted by the Burgherschaft on 15th June of that year. The general features of the arrangement are stated in the report for 1882. According to this a limited area was reserved as a free port. Within this area no retail shops were allowed. The customs management within the Hamburg territory was to be administered by the Hamburg authorities at their own cost, the customs regulations to "be revised in such manner that the trade and commerce of Hamburg shall only be burdened with such formalities as are unavoidably necessary for fiscal purposes."

The whole of the port and port arrangements, with the exception of certain warehouses which belong to a company or companies, and one quay let to the Hamburg-American Packet Navigation Company, are (according to the Commercial Report No. 5, 1900) the property of, and controlled by, the Hamburg State. The quay administration provides equipment and labour for the loading and unloading of goods.

Towage is carried out by private companies and firms.

Port Improvements and Accommodation.—Of the condition of the Port of Hamburg about 30 years ago some indication is afforded by the observation in the consular report for the year 1868—"It is surprising that a great port like Hamburg should so long have been in want of proper quays or docks, and that so many ships should still be obliged to discharge their cargoes into lighters, whilst lying in the river."

This observation was written in connection with the opening of the new Sandthor quay in 1867, which appears to have been the inauguration on a large scale of the system of quays which are now the feature of the Port of Hamburg. In the report for 1870 it is stated that when the further extensions then being made were completed, "the wharf and warehouse accommodation will be trebled, and facilities afforded to 30 or 40 steamers for discharge and loading by powerful steam cranes." This extension (the Kaiser Quay) was opened in 1871, and up to 1877 two other quays appear to have been added.

Appendix. 21st Day No. 8—continued.

The convenience afforded by this accommodation is much dwelt upon in the reports. The traffic at the quays and the total shipping of the port about this period was—

Year.	Traffic at the Quays.	Total Shipping Entered the Port.
1870	387,960	1,389,789
1872	722,298	2,080,912
1877	1,111,242	2,233,929
1884	1,935,510	3,727,724

The history of the present condition of the port really, however, begins on the 1st October, 1888, the date of the incorporation of Hamburg with the German Customs Union, or more correctly, with the completion of the arrangements for that incorporation commenced some six or seven years earlier. In the years from 1880 to 1888 the Port of Hamburg was transformed by one vast scheme of improvement, carried out in connection with the incorporation.

The main points of this scheme, as set out in the report for 1882, were the clearing of a great part of the old town involving "upwards of 1,500 houses and buildings tenanted by 15,000 persons," providing a building area for warehouses of 10⅝ acres, and for a canal 27½ yards wide to be cut through it, and the cutting of a canal 2½ miles in length, 49 yards wide, and 49 feet in depth, from the upper port to the inner one, and the construction of the necessary warehouses and sheds along the quays. The result of these improvements was (according to the report for 1887) "to remove the harbour and shipping higher up the river, a measure which cannot but benefit the city from a sanitary point of view; increased facilities for shipping operations; the increased development of Hamburg as a port and emporium, enabling it to compete with its European rivals, and transforming it into one of the finest of European harbours. The handsome and extensive quays which have been constructed, and are peculiarly adapted to facilitate discharging operations, will, it is to be hoped, revolutionise and expedite the discharging of vessels which has hitherto been performed in an antiquated way, much to the prejudice of shipowners."

The cost of the whole scheme was (according to the report for 1887) "not less than some £6,000,000." In the report for 1882 it is stated that towards the estimated cost of £5,000,000 the Imperial Government would contribute £2,000,000, while the annual payment of £250,000 then made by the State of Hamburg to the Imperial treasury for exemption from the Zollverein would cease. It is not stated that the Government contribution of £2,000,000 was increased in consequence of the original estimate having been found insufficient.

In the report for 1896, we get the next reference to the condition of the port. The report states that, notwithstanding the extensive and excellent arrangements made about ten years ago, complaints have been made of the insufficiency of accommodation for sea-going traffic, which points to the "urgent necessity of providing increased facilities for berthing, loading and discharging vessels of the largest dimensions."

This necessity was immediately recognised, and in 1897, 1898 and 1899 the construction of three new dock basins, two for sea-going vessels and one for river craft, was being proceeded with. One of these, which was estimated to cost £1,030,000, has been leased to the Hamburg-American Steamship Company. The other two docks together (according to the report for 1897) were estimated to cost £580,000.

According to the 1897 report two public warehouses, costing £300,000, were then being erected, and the last available portion of ground for building warehouses had also been acquired by the Hamburg Government at a cost of about £500,000, whilst according to the report for 1899, scarcely any space remains for providing more harbour accommodation, and "the question is being at present considered of modifying the existing arrangements which have been made for river craft so a sto gain more room for sea-going ships."

The accommodation as it now stands (according to the special report for 1900) is as follows:—

Area of water—	acres
For sea-going vessels - - -	328⅝
For river vessels and craft - -	137
Canals and branches of the Elbe -	192¼
Open part of the Elbe - - -	299¾
	957⅝

The facilities for loading and unloading vessels and dealing with the goods are referred to in the report No. 5, 1900, in the following words:—

"The quays are under the administration of a Board, are well furnished with sheds for receiving the goods, suitable steam cranes, and railway facilities, and lighted with electric light. The quays and receiving sheds are models of practicability. Strongly built, roomy, and accessible in every way, they afford the best possible means for the rapid loading and discharging of vessels. These operations are usually carried on by means of cranes, which on the quays are both movable and stationary. Generally for each hatchway one crane, with the necessary workmen, is provided by the Quay Administration. There are railway tracks on all the quays and behind all the sheds, upon which merchandise and coal can be transported to the vessels' sides. Behind each row of sheds runs a well-paved street for the transport of goods by vehicles. The loading and discharging of river vessels is performed under the same conditions. Goods arriving and being dispatched by rail are discharged and loaded by the Quay Administration. Vessels having to load or discharge heavy goods weighing more than two tons can do so at special cranes, and have only to pay for the usual crane dues for hoisting and lowering such heavy goods, but no space dues."

Deepening of the Elbe.—Hamburg is situated on the Elbe about 70 miles from its mouth. The state of the navigation of the Elbe below Hamburg 30 years ago is indicated by the paragraph in the report for 1870—"All vessels drawing more than 17 or 18 feet of water are compelled to discharge a part of their cargo into lighters at Stade, about 20 miles below Hamburg, the expense of which falls upon the ship, and gives rise to frequent disputes."

Prior to this report, great improvement in the navigation of the river appears to have taken place, as in the report for 1871 it is stated that for about 10 miles below Hamburg the channel had "been deepened 5 feet within the last five or six years, and three new dredging machines are being constructed at an expense of £30,000, by which a further depth of 2 feet will be gained within a year or two."

The same report refers to the difficulty of improving the navigation owing to the amount of sand washed down by the river and deposited in the channel.

In the report for 1872 it is stated that satisfactory progress with the work of deepening had been made. In the report for 1874 this improvement is again referred to, and it is stated that "vessels drawing 18 feet can now, under favourable conditions, come up to the city at high water," apparently not a great advance on the position in 1870.

In the report for 1878 it is stated that large sums are spent annually for deepening the river, "but without much permanent result, as the length of the stream and the sluggishness of the current cause a very considerable deposit of sand." Various remedies had been proposed for the evil, and in the next year one important work was completed. With the object of creating a more rapid current by a more direct channel a canal was cut in a bend of the river about two miles above the quays. This was opened in the autumn of 1879.

For the next ten years the scheme of port reconstruction appears to have overshadowed the deepening of the river, though this must undoubtedly have gone on during these years, otherwise increased facilities for "vessels of the largest dimensions which now frequent Hamburg" would not be required in 1896.

The report for 1898 is the last in which reference to the subject is made. Large sums, it is stated, had been spent by Hamburg and Prussia in deepening the river between Hamburg and the sea, but "the rapid growth in the dimensions and draught of sea-going ships has at times outrun the efforts of the engineers employed in providing a sufficient depth of water for the same. During the past two years, however, extensive works for

regulating and correcting the course of the lower Elbe, and thereby deepening the navigable channel, have been actively carried on, and will be brought to an end in the year 1900; the costs contributed by Hamburg alone towards these works being £350,000."

In the course of the period from 1870 to 1900, therefore, the river approach to Hamburg for a very considerable distance has been deepened from providing for vessels of a draught of 17 feet in 1870 to providing for vessels of very large dimensions in 1900.

It is not possible from the reports to give the total cost of the improvements in connection with the Port of Hamburg, but it may be useful to put the figures together as far as they are mentioned in the consular reports—

	£
Report for 1871—Three dredging machines	30,000
,, 1879—Canal at Kalten Hofe -	100,000
,, 1887—Reconstruction of port on incorporation with German Customs Union -	6,000,000
,, 1897—Two warehouses - -	300,000
Two docks - - -	580,000
Ground for building warehouses - - -	500,000
Report for 1898—Dock basin leased to Hamburg - American Steamship Company -	1,030,000
Regulating, etc., course of Elbe - - - - -	350,000
	£8,790,000

In order that the shipping and improvements may be considered side by side I give the following table showing the shipping entered at the port for a series of years, together with a short summary of the improvements that have been carried out. It will be seen that at the opening of the Sandthor Quay in 1867, the shipping entered was 1,431,082 tons; in 1874, when vessels drawing 18 feet only could come up to Hamburg, 2,094,102 tons; in 1882, at the commencement of the reconstruction of the port, 3,030,909 tons; in 1888, the year which marked the completion of the scheme of reconstruction and the incorporation with the German Customs Union, 4,355,511 tons; and in 1899, when three new dock basins were being constructed, 7,765,950 tons—

SHIPPING entered at the Port of HAMBURG.

(Compiled from the Reports of the British Consul at the Port.)

Year.	Total Shipping entered. No.	Total Shipping entered. Tonnage.		Summary of Port Improvements.
1851	4,169	558,403	(a)	
1852	4,440	631,272		
1853	4,174	557,620		
1854	4,896	678,078		
1855	4,593	695,254		
1856	5,201	879,543		
1857	5,067	937,875		
1858	4,364	828,495		
1859	4,554	848,301		
1860	5,029	946,154		
1861	5,219	992,419		
1862	5,083	974,866		
1863	5,543	1,082,736		
1864	5,012	1,048,296		
1865	5,186	1,223,403	(a)	1865-71.—Elbe deepened 5 feet for about 10 miles below Hamburg.
1866	5,185	1,327,673		
1867	5,055	1,431,082		1867.—Opening of Sandthor Quay. Hitherto nearly all ships had to discharge into lighters.
1868	5,297	1,532,665		
1869	5,192	1,603,812		
1870	4,144	1,389,789		1870.—Vessels drawing more than 17 or 18 feet have to discharge part of cargo at Stade, 20 miles below Hamburg.
1871	5,439	1,887,505		
1872	5,913	2,080,912		1871.—Opening of the Kaiser Quay.
1873	5,270	1,887,057		
1874	5,225	2,094,102		1874.—Vessels drawing 18 feet can come up to Hamburg.
1875	5,260	2,117,822		
1876	5,433	2,228,162		
1877	5,473	2,233,929		
1878	5,308	2,273,342		
1879	5,671	2,492,905		1879.—Canal cut in bend of river above Hamburg to assist dredging by creating a more rapid current.
1880	6,024	2,766,806		
1881	5,975	2,805,605		
1882	6,189	3,030,909		1882.—Reconstruction of the port begun.
1883	6,352	3,351,670		
1884	6,844	3,727,724		
1885	6,790	3,704,112		
1886	6,913	3,791,992		
1887	7,308	3,920,234		
1888	7,524	4,355,511		1888.—Incorporation in the German Customs Union, 1st October; scheme of port reconstruction completed; cost about £6,000,000.
1889	8,079	4,809,892		
1890	8,176	5,202,825		
1891	8,673	5,762,369		
1892	8,569	5,639,010		
1893	8,792	5,886,378		
1894	9,165	6,228,821		
1895	9,443	6,254,493	(b)	
1896	10,477	6,445,167		1896.—Complaints as to insufficiency of accommodation.
1897	11,173	6,708,070		1897-99.—Construction of three new dock basins; one estimated to cost £1,030,000.
1898	12,523	7,354,118		
1899	13,312	7,765,950		1897-1900.—Deepening and correcting the course of the Elbe; Hamburg's share of cost £350,000.

(a) The figures as to tonnage for these years are from "Hamburg's Handel und Schiffahrt," 1899.

(b) The figures shown are less than was actually the case as compared with preceding years, owing to th operation of a new system of measurement introduced in the latter part of the year.

Appendix.

21st Day. No. 8—continued.

Bremen-Bremerhaven.

Port Administration.—Bremen was incorporated with the German Customs Union on the 1st October, 1888—the same day as Hamburg was incorporated. Similar arrangements were made for Bremen as for Hamburg. A limited area for shipping operations and warehousing was reserved free from excise control.

The harbours at Bremen and the docks at Bremerhaven are all the property of the city of Bremen.

Port Improvements.—The connection of Bremen with its port of Bremerhaven is explained in the report for 1863. Bremen is situated on the Weser at a point about 70 miles from the North Sea. In its natural state the river allowed only vessels drawing 7 or 8 feet of water to reach Bremen. In 1827 Bremen purchased a piece of ground near the mouth of the Weser on which it built the port of Bremerhaven. In early years the shipping business was carried on at Bremerhaven, all other business relating to the commerce of the port was transacted at Bremen, where the merchants resided, and where the centres of business were situated. According to the report for 1871 about 70 per cent. of all vessels entering the Weser then discharged their cargoes at Bremerhaven. Soon after this, however, the question of bringing the shipping up to Bremen itself began to be considered, and in the report for 1880 an account of the project of deepening the Weser for that purpose is given. This was carried out in the course of succeeding years, enabling Bremen to take a considerable share of the shipping.

The port improvements divide themselves into three sections—

(*a*) Port improvements at Bremerhaven.
(*b*) Deepening of the Weser to enable the shipping to go up to Bremen.
(*c*) Port improvements at Bremen to provide for the increased shipping.

(*a*) Bremerhaven.—As early as 1862 Bremerhaven appears to have been possessed of considerable dock accommodation, the two principal docks being able to give shelter to 400 vessels. It had in addition four extensive dry docks.

The total shipping entered Bremen-Bremerhaven then (1862), amounted to only a tonnage of 404,704. Considerable improvements were at that time being proposed as stated in the report for 1863. The two existing docks were to be enlarged and embanked to form quays, giving every facility for loading, unloading, warehousing and transferring direct into the railway wagons, the lines being run along the quays and by the side of the warehouses. The cost of these improvements to the Republic of Bremen is estimated in the report for 1863 at £160,000. Before 1871 all these improvements appear to have been completed from the observations as to the "excellent harbour, and every accommodation for shipping" in the report for that year.

A third large dock was opened in 1875.

In the report for 1892 it is stated that "the principal dock of Bremerhaven is being enlarged, this work being rendered necessary by the increasing size of the steamships of the North German Lloyd. When completed, vessels drawing 32 feet of water will be able to enter the dock." This dock was completed in 1897 with a depth of water of 34 feet. The cost is stated to have been £881,250.

The effective equipment of the docks is indicated by the particulars given in the report for 1899.

A capacious new dry dock was added in 1899.

(*b*) Deepening of the Weser.—The project is first dealt with in the report for 1880, where it is stated that it has been proved that if the scheme of deepening suggested were carried out more than one-half of the imports of the Weser could go direct to Bremen. The scheme involved a deepening of the river to provide for a draught at Bremen of 16·4 feet at high water and 13·1 feet at low water, and was estimated to cost a total of £1,468,750.

Though some parts of the work were proceeded with at once, great progress does not appear to have been made until 1889, when "a navigable track of 4 metres (13·1 feet) depth was accomplished (from 2¾ metres—9·0 feet—in 1887), the river itself greatly aiding the work by carrying part of the loosened sand away with it." In that year, 1,020 sea-going ships of 138,000 tons went up to Bremen. By 1892 the work had so far progressed that "sea-going ships drawing from 15½ feet to 17⅔ feet ascended the river to the Bremen docks." By 1894 the work was virtually completed, "the result aimed at in the original plans having been reached," all vessels drawing 17½ feet of water being able to proceed up to Bremen with the tide. According to the report for 1899 dredging and further improvements are still going on.

It appears that Bremen contributed the whole of the cost of the deepening. At first it looked to the other states interested taking a part in the work, but in 1884 it had "become more and more evident that the deepening of the whole channel of the river Weser from Bremen to the mouth, a project of vital importance to this city, will have to be carried out by the Bremen State alone at a cost of about 30,000,000 marks" (£1,468,750).

(*c*) Improvements at Bremen.—Prior to the deepening of the Weser, the port accommodation at Bremen was not very extensive. According to the report for 1863, "the harbour at Bremen is, in fact, nothing more than the river itself, which is embanked on both sides."

The incorporation of Bremen with the German Customs Union, on the 1st October, 1888, involved a very large scheme of reconstruction, particulars of which are given in the report for 1884. The necessary works were then estimated to cost 34,000,000 marks, equal to £1,662,591, of which the Imperial Government was to contribute 12,000,000 marks (£586,797), and the State of Bremen the remaining 22,000,000 marks (£1,075,794).

In 1897 the necessity of extending the docks at Bremen began to be felt, and 2,000,000 marks (£97,917) were then granted "for the purpose of expropriating the necessary plots of ground."

In 1899 the works were being proceeded with.

The following is a summary of the amounts mentioned in the reports as having been spent from time to time, but they can only be regarded as a part of the total expenditure on port improvements—

Report for 1863—Harbour Works at Bremerhaven		£160,000
,, 1882—Completing and improving embankments at Bremen		16,619
,, 1884—Deepening the Weser		1,468,750
Reconstruction of port in view of incorporation with German Customs Union—		
Amount contributed by—		
Imperial Government	£586,797	
Bremen	1,075,794	
		1,662,591
,, 1897—Enlargement of docks at Bremerhaven		881,250
Ground for extending docks at Bremen		97,917
		£4,287,127

Though these figures are very incomplete they amount to a very large sum for improvements at a port where the annual shipping entered does not yet amount to 2,500,000 tons.

The area of the dock and harbour accommodation to provide for this shipping is as follows—

Bremerhaven	89½ acres.
Bremen	100¼ ,,

As at Hamburg, the facilities for loading and unloading vessels and for dealing with the goods are very extensive. According to report No. 5, 1900, the quays are supplied with steam and hydraulic cranes, while railway trucks run right alongside the ships to be loaded. There are on both sides of the docks at Bremerhaven extensive iron sheds and warehouses which are provided with gas and electric light.

The following table shows the shipping entered at the port for a series of years side by side with a short summary of the improvements that have been carried out. It will be seen that in 1860 when ships of a draught of more than 7 or 8 feet were unable to go up to Bremen the shipping entered at Bremen-Bremerhaven was 426,237 tons; at the initiation of the scheme for deepening the Weser up to Bremen in 1881, 1,150,117 tons; in 1888, at the completion of the reconstruction of the port consequent upon the incorporation with the German Customs Union, 1,477,499 tons; in 1894, when the deepening of the Weser was completed, and ships drawing 17ft. 6in. could ascend the river to Bremen, 2,172,075 tons; and in 1899, 2,406,748 tons.

SHIPPING entered at the Port of BREMEN-BREMERHAVEN.

(Compiled from the Reports of the British Consul at the Port).

Year.	Total Shipping entered.		Summary of Port Improvements.
	No.	Tonnage.	
1857	2,985	412,657	Prior to 1860.—Extensive dock accommodation at Bremerhaven only; ships of a draft of more than 7 or 8 feet unable to ascend river to Bremen.
1858	2,929	404,511	
1859	2,798	423,936	
1860	2,922	426,237	
1861	3,151	435,213	
1862	2,775	404,704	
1863	2,947	423,178 (a)	1863.—Dock improvements at Bremerhaven costing about £160,000 in progress.
1864	2,604	412,060	
1865	2,608	477,390	
1866	2,870	560,677	
1867	3 108	674,067	
1868	3,182	703,350	
1869	3,032	654,634	
1870	2,350	534,095	
1871	3,237	866,013	
1872	3,638	851,646	
1873	3,465	979,008	
1874	3,407	990,101	
1875	2,801	845,798	
1876	2,720	920,904	
1877	2,694	946,623	
1878	2,762	1,073,238	
1879	2,821	1,083,441	
1880	2,937	1,169,466	
1881	2,862	1,150,117	1881.—Scheme for deepening the Weser up to Bremen at a cost of nearly £1,500,000 begun.
1882	2,708	1,129,517	
1883	2,869	1,258,529	
1884	2,992	1,343,508	1884.—Reconstruction of port in view of incorporation with Customs Union commenced; estimated cost, £1,662,591.
1885	2,979	1,289,399	
1886	2,744	1,263,263	
1887	2,897	1,444,683	
1888	2,665	1,477,499	1888.—Incorporation with German Customs Union takes place.
1889	2,883	1,682,726	1889.—Sea-going ships with a tonnage of 138,000 tons came up to Bremen in the year.
1890	2,950	1,733,809	
1891	3,552	2,084,214	
1892	3,612	1,996,378	1892.—Sea-going ships drawing 15 ft. 6 in. to 17 ft. 8 in. able to ascend river to Bremen.
1893	4,003	2,030,082	
1894	4,178	2,172,075	1894.—Scheme of deepening Weser completed; vessels drawing 17 ft. 6 in. able to ascend to Bremen.
1895	4,083	2,183,274	1895.—A "Weser correction charge" on goods imposed, averaging 11¾*d.* per ton.
1896	4,494	2,011,663	
1897	4,391	2,258,988	1897.—Extensive dock improvements at Bremen begun. Dock improvements at Bremerhaven, costing £881,250, completed.
1898	4,642	2,464,800	
1899	4,128	2,406,748	

(*a*) Tonnage is stated in "lasts" in the reports for these years. It has been converted on the basis (given at p. 150 of Report for 1864) of 2 lasts = 3 tons register.

Appendix.

21st Day. No. 8—continued

AMSTERDAM.

Port Administration.—The State is the proprietor of the North Sea and North Holland canals, and one dock, the Railway Dock. It formerly owned another dock, the Entrepôt Dock, but this has been acquired by the municipality.

The municipality owns the harbour and docks (with the exception of the Railway Dock) having purchased the Petroleum Harbour from a private company, and the Entrepôt Dock from the State it has erected goods sheds and timber sheds, but the transport and warehousing of goods is done by companies or associations for the purpose called "Veems."

Port Improvements and Accommodation.—Amsterdam was very early in the century possessed of considerable dock accommodation. As will be seen from the table compiled from Commercial Report No. 5, 1900, one dock was constructed in 1827, one in 1828, and one in 1834. These docks, which are comparatively shallow, are now only used for vessels of the smaller class. The newer docks are very extensive, the total area of all the docks amounting to 374 acres, while the depth of the newer and larger ones is 26 to 28 feet. These are without gates or locks, which is made possible by the complete shutting off of the "Y" at both ends, by the Orange locks from the Zuider Zee and the Ymuiden locks at the entrance to the canal on the North Sea. The former locks have only a depth of 13 feet on the sill, while the dimensions of the largest of the locks at Ymuiden are 740 feet long, 82 feet wide and 26¼ feet deep on sill.

The dimensions of the Ymuiden lock first constructed, which was opened in 1876, were 393½ feet long and 59 feet wide. Ten years later the construction of a larger lock had to be considered, but this was not opened to traffic until December, 1896.

The accommodation for shipping at the Port of Amsterdam, as far as berthing and loading and unloading facilities went, appears from the reports to have been always ample. Thus the report for 1890 says, that notwithstanding that the greater proportion of the cargoes is discharged into lighters "a large amount of quay space, directly connected with the railways, has been provided at great cost, and further steps are being taken in this direction. Ample accommodation is afforded to shipping, and every possible encouragement given to the shipping trade."

In the report for 1899 the following paragraph occurs—

"Amsterdam has done its best to keep pace with the other northern ports of Europe in providing accommodation for shipping visiting the port, and as the whole of the docks are in the hands of the municipality, which has always of late years made cheap and ample accommodation its chief aim, the port has become one of the cheapest in Europe. . . . Dock and quay accommodation are sufficient for a very large trade. . . A new entrepôt dock will now shortly be completed, which will bear comparison with the best installation yet known."

The total area of the docks of all kinds (according to Commercial Report No. 5, 1900) is 374 acres, to provide for shipping entered at the port of 1,818,245 tons.

The North Sea Canal.—The construction of this canal is the chief event in the commercial history of Amsterdam. It was begun by a company, which obtained an Act for the purpose in 1862, and which appears to have obtained sufficient money to begin operations in 1865. In the report for 1866 particulars of the scheme as then contemplated are given, affording some idea of the work to be carried out. The length of the canal was about 12 miles. Part of this length was through two shallow lakes, through which the channel was dredged, the remainder of the lakes being reclaimed. The neck of land between these lakes and the sea was about 3 2-3rd miles across, through which the canal was cut, involving the removal of about 5,000,000 cubic yards of earth. The canal was then proposed to be 213 feet wide at the water line and 18 feet deep. The whole of the works were let in 1865 to the contractors for £2,250,000.

The works were proceeded with at once, but financial difficulties arose of such a nature that the aid of the Government had to be called in, and in 1868 a Bill was passed "guaranteeing to the whole of the remaining shares of the canal company interest at 4 per cent."

On the 1st November, 1876, the canal was opened to traffic. Its depth has been from time to time as follows :

1876 (opening) capable of taking vessels drawing 16 feet 5 inches.

1883, capable of taking vessels drawing 22 feet 6 inches.

1899, capable of taking "the largest ships."

The construction and enlargement of the locks at Ymuiden, which is the entrance to the canal at the North Sea end, has been already referred to.

The construction of the harbour of Ymuiden outside the docks formed also part of the project. This harbour was created by means of two enclosing breakwaters, each nearly a mile long, curving towards each other, and leaving an opening 284 yards wide.

In the report for 1887 it is stated that the canal cost the Government about £2,166,000. This appears to be the first expenditure. Improvements in succeeding years have been almost continuous, and in the report for 1895 it is stated that, "besides the already projected deepening of the canal, many improvements in the bridges crossing it, and in other arrangements connected with the canal are suggested, the total cost of which is estimated at between £500,000 and £600,000."

An important question in connection with the canal, however, remained. Though the Government had come to the aid of the Port of Amsterdam in the construction of the canal, dues on the vessels using it were imposed, which, according to the report for 1887, "add an average of 2d. per ton dead weight to the expenses of the shipping frequenting the port, a difference quite large enough to keep away many trades in the present days of sharp competition." In that year (1887) renewed efforts were made by the Chamber of Commerce to induce the Government to abolish the canal dues. In 1888 negotiations between the Government and the municipal authorities of Amsterdam were in progress apparently on the basis of Amsterdam making some payment to the Government in consideration of the abolition of the dues. On the 1st July, 1890, the dues were abolished and the approach to Amsterdam made a free waterway.

The following table shows the shipping entered at the port for a series of years side by side with a short summary of the improvements that have been carried out from time to time. It will be seen that the shipping entered at the port at the initiation of the project of the canal in 1862 amounted to 411,397 tons; at the opening of the canal in 1876, 387,306 tons; in the next year 622,717 tons; the year before the canal dues were abolished (1889), 1,113,532 tons; and in 1899, 1,818,245 tons.

SHIPPING entered at the Port of AMSTERDAM.

(Compiled from the Reports of the British Consul at the Port.)

Year.	Total Shipping entered.		Summary of Port Improvements.
	No.	Tonnage.	
1861	2,073	439,024	
1862	1,725	411,397	1862—Bill for North Sea Canal passed.
1863	1,688	362,894	
1864	1,675	384,709	
1865	1,669	407,319	1865—Construction of North Sea Canal begun by a company.
1866	1,604	420,094	
1867	1,466	392,975	1867—Financial difficulties of canal company.
1868	1,465	430,799	1868—Government comes to the aid of canal company, and canal is proceeded with.
1869	1,374	425,329	
1870	1,297	405,109	
1871	1,620	527,312	
1872	1,329	471,270	
1873	1,283	470,052	
1874	1,309	488,797	
1875	1,054	415,034	
1876	1,167	387,306	1876—North Sea Canal opened to traffic; capable of taking vessels of 16 ft. 5 in. draught.
1877	1,533	622,717	
1878	1,436	604,426	
1879	1,479	682,586	
1880	1,607	765,992	
1881	1,631	792,176	
1882	1,618	906,471	
1883	1,605	927,955	1883—Canal capable of taking vessels of 22 ft. 6 in. draught.
1884	1,715	1,013,796	
1885	1,611	1,106,069	
1886	1,602	1,019,907	
1887	1,659	1,044,574	
1888	1,658	1,084,876	
1889	1,753	1,113,532	
1890	1,797	1,153,626	1890—North Sea Canal dues abolished.
1891	1,864	1,253,396	
1892	1,770	1,273,799	
1893	1,685	1,243,878	
1894	1,823	1,341,553	
1895	1,801	1,356,061	1895—Further deepening of canal and other improvements contemplated at a cost of from £500,000 to £600,000.
1896	1,993	1,477,126	1896—New large lock on canal at Ymuiden on North Sea opened.
1897	2,121	1,638,971	
1898	2,017	1,580,805	
1899	2,165	1,818,245	1899—Canal capable of taking the largest ships; a new dock approaching completion.

ROTTERDAM.

Port Administration.—With the exception of private warehouses the whole of the arrangements of the Port of Rotterdam appears to be in the hands of the municipality.

Port Improvements and Accommodation.—A considerable part of the present very ample accommodation of Rotterdam appears to have been provided prior to 1862, when the consular reports begin.

In the report for 1872 it is stated that greater storage facilites, and especially river frontage, were needed, and that "the town authorities have entertained proposals from a private company" for building docks and warehouses on the opposite side of the Maas to that on which Rotterdam is situated, thus creating what was expected to become "the Birkenhead of Rotterdam." These works were commenced in 1873 and completed in 1879.

In the report for 1893 two new works on the left bank of the river are referred to—the Katendrecht harbour and the Rhine harbour—the first of which had then been completed, and the second deepened and furnished with quays, for which it was stated that the Town Council had already voted the necessary funds. The cost of completing these two harbours and other improvements on the same side of the river are stated in the same report to be estimated at £300,000, less £33,000 for land sold and an annual ground rent of £2,000.

Large warehouses, built for a private company, are stated to have been completed in the same year.

In the report for 1894 it is stated that "the increasing demand for shipping berths has resulted in the Town Council voting £50,000 towards making a second harbour at Katendrecht." "In addition to these works, it is contemplated building a larger dock lower down the river, and the necessary funds for this purpose, amounting to £750,000, were recently voted by the Town Council."

According to the report for 1885, a floating dry dock was constructed about 1883 at a cost of about £1,000,000.

According to the report No. 5, 1900, the canals have a water area of 131 acres and nearly 9 miles of quays, while the docks on the left bank of the river have an area of 152 acres and about six miles of quays with very extensive facilities.

The Hook of Holland Canal.—As in the case of the North Sea Canal to Amsterdam, the construction of this canal, affording a new waterway to Rotterdam, is the most important work in connection with the port. The total distance of Rotterdam to the sea is about 16 miles.

The canal was sanctioned in 1863, and the work begun in 1864, and pushed forward with vigour in the succeeding years. According to the report for 1870 "already one or two small fishing smacks have passed through." By 1872 it had become "the main channel to and from the sea for nearly all steamers."

The canal is peculiar in that after the work had sufficiently progressed to allow of some volume of water

Appendix. — 21st Day No. 8—continued.

passing through, the further depth was largely obtained by the natural process of scouring. After some years, however, it was found that this was not sufficient to obtain a depth for vessels of the largest tonnage, and in 1882 a sum of "about £280,000 was granted by the Government for dredging purposes, with a view of obtaining a depth of 45 decimeters, or 14ft. 9in. at low water." In the same report it is stated that shifting sands at the entrance formed a serious impediment to navigation.

The report for 1893 states that "dredging is always carried on to a greater or less extent, but thanks to the natural process of scouring it does not require to be resorted to to the same extent as formerly."

The cost of the canal is given in the consular report for Amsterdam for 1887 as £2,666,000.

The progress of the canal as to depth, according to the reports, has been as follows:—

	ft.	in.
1872—Greatest draught of vessel passing through	11	9
1875—Depth at low water (ordinary tides)	12	9
Depth at high water (ordinary tides)	17	9
1835—Navigable by vessels drawing	21	0
1886—Navigable by vessels drawing	23	0
1893—Greatest depth at low water	26	3
Navigable at all times by vessels drawing	21	0

The following is a summary of the amounts mentioned in the reports as having been spent from time to time, though they cannot be regarded as more than a part of the total expenditure on port improvements:

Report for Amsterdam for 1887—Hook of Holland Canal	£2,666,000
Report for 1893—Katendrecht and Rhine harbours (about)	200,000
Report for 1894—Second harbour at Katendrecht	50,000
A large dock	750,000
	£3,666,000

The following table shows the shipping entered at the port for a series of years, side by side with a short summary of the improvements that have been carried out.

It will be seen that the shipping entered in 1850 amounted to 346,186 tons; at the opening of the Hook of Holland Canal in 1870 it was 1,026,348 tons; in 1890, after further dredging of the canal, 2,918,425 tons; in 1894, when a large sum was voted for a dock and harbour improvements, 4,143,403 tons; and in 1899 6,323,072 tons.

SHIPPING entered at the Port of ROTTERDAM.

(From "Le Port de Rotterdam," by the Sub-Director of Works of the City of Rotterdam.)

Year.	Shipping entered. No.	Shipping entered. Tonnage.	Summary of Port Improvements.
1850	1,940	346,186	
1860	2,449	673,839	
1864	—	—	1864—Construction of Hook of Holland Canal begun; cost £2,666,000.
1870	2,973	1,026,348	1870—Canal first used; in 1872 it became the main channel to Rotterdam.
1873	—	—	
1880	3,456	1,681,650	1873—Extensive scheme of accommodation by creating a port on the other side of the river begun; completed in 1879.
1882	—	—	1882—Vote of £280,000 for further dredging of canal.
1883	—	—	1883—Dry dock constructed; cost about £1,000,000
1890	4,535	2,918,425	
1891	4,467	3,008,799	
1892	4,423	3,120,698	
1893	4,631	3,566,170	1893—Further harbour improvements on left bank of river.
1894	5,109	4,143,403	1894—Vote of £50,000 for improvements on left bank of river, and £750,000 for large dock.
1895	5,199	4,177,478	
1896	5,904	4,951,560	
1897	6,212	5,409,417	
1898	6,373	5,751,393	
1899	6,890	6,323,072	

ANTWERP.

Port Administration.—The municipality is the port authority at Antwerp, and the whole arrangements, with the exception of the private warehouses, are in its hands. In consequence of the Government having contributed part of the funds for the construction of the quays along the river, it receives through the hands of the municipality a certain proportion of the dues.

Port Improvements and Accommodation.—Antwerp at the beginning of the nineteenth century (according to the report for 1881) possessed no docks and hardly any quays, and even as late as 1850 the trade of the port was inconsiderable, the shipping entered at the port in that year amounting only to a tonnage of 250,000 tons. Before 1831 the first two docks were made; in 1843 a river quay of some extent was constructed; in 1860 a dock of larger dimensions was added, and between 1867 and 1873 three other docks were built; before 1881 four more docks were added to these of an area of 74 acres, and a quayage of 7,107 yards, well equipped with all facilities. The actual length of the quays bordering the Scheldt was at that time (1881) 2,296 yards. There were thus at this time 10 wet docks of considerable area together with more than 1¼ miles of river quays.

This accommodation, however (according to the report for 1881), did not "suffice to meet the rapidly increasing demands of the port, and consequently the whole extent of the quays fronting the Scheldt is in process of reconstruction in view of modifying the course of the stream so as to secure a greater depth of water alongside of the river frontage, thus permitting the largest-sized vessels to approach at all tides." The creation of sand banks was then a great obstruction to navigation, and to obviate this the scheme included making the Scheldt of a uniform breadth of 383 yards, while it was also designed to give a depth of not less than 26¼ feet at low tide.

The quay was to be 109 yards wide and more than two miles long. The cost of the whole scheme, estimated in the report for 1881 at £2,240,000, was to be defrayed by the State. The docks constructed at the same time were built at the expense of the town.

The work of the completion of the river quays was "rapidly approaching completion" in 1883. So far as they were then available they had "already proved of great value to shipping and commerce."

Since that time, according to the reports, the accommodation appears to have been allowed to fall behind the requirements.

In 1890 a project for increasing the accommodation

was under consideration, which does not appear to have been carried out.

In 1895 it is stated that "the crowding of the port constitutes a serious question." In the years 1896, 1897, and 1898 various plans and schemes were submitted for improving the accommodation of the port, but work on a large scale does not appear to have been taken in hand until 1899. In that year £120,000 was voted by the Government, which, with the £680,000 already voted made a total of £800,000 allotted for carrying out improvements. In a later report for 1899 it is stated that "a partial solution of the difficulty has been arrived at by the construction of an additional 2,187 yards of river quay," a portion of this having been then completed. Additional berthing space was also being provided by alterations and re-arrangements at the docks, but "it is feared the extra accommodation will be insufficient to meet the exigencies of the constantly increasing trade of Antwerp."

In the consular report for 1899, before the later improvements just referred to were carried out, some paragraphs are devoted to a consideration of the trade and accommodation of Antwerp in comparison with Rotterdam and Hamburg. Rotterdam and Hamburg are the two other ports where the system of river quays, in preference to that of docks, prevails. This comparison was made by taking the amount of cargo delivered at the three ports in 1880 and in 1897, and of the combined increase in the shipping of the three ports between these years it was found that the apportionment was as follows:—

Antwerp	16 per cent.	Of combined increase in shipping.
Rotterdam	44 „	
Hamburg	40 „	
	100 „	

The corresponding comparison as to accommodation showed that, taking the length of river quayage available for shipping, the position was:—

Antwerp	2·17 miles of river quayage
Rotterdam	15·71 „ „
Hamburg	10·25 „ „

thus showing Rotterdam with more than seven times the quayage, and Hamburg with nearly five times the quayage, while the shipping of Antwerp was considerably more than half of that of either of these ports. It is pointed out, however, that Antwerp has a considerable length of dock quayage, amounting to 6·21 miles, which, if added to the river quays, would place Antwerp, so far as the comparison went, in a favourable position; but it is added "these do not offer the same facilities as quay walls alongside which vessels can moor without delay."

The accommodation in 1900, according to the Commercial Report No. 5, was as follows:—

A river quayage of	3,800 yards.
(proposed extension of 2,187 yards).	
10 docks of various descriptions with a quayage of	14,792 yards.
A total quayage of	18,592 yards.

The depth of the river quays at low water is 26ft., the mean rise of the tide being about 14ft. The two large docks have a depth of 30ft.

The following table shows the shipping entered at the port for a series of years, together with a short summary of the improvements that have been carried out from time to time, so that the shiping and accommodation may be conveniently considered side by side. It will be seen that the shipping entered at the port in 1877, when the great scheme of river quays was commenced, amounted to a tonnage of 2,499,482 tons; in 1895, when the question of crowding had become pressing, the tonnage amounted to 5,363,569 tons, while in 1899 the shipping to be accommodated had a tonnage of 6,842,163 tons.

SHIPPING entered at the Port of ANTWERP.

(Compiled from the Reports of the British Consul at the Port.)

Year.	Total Shipping entered. No.	Total Shipping entered. Tonnage.	Summary of Port Improvements.
1856	1,915	439,179	Prior to 1856—Accommodation consisted of two smaller docks and some lengths of river quay.
1857	1,988	490,429	
1858	2,249	482,703	
1859	2,302	469,563	
1860	2,568	546,444	1860—One larger dock constructed.
1861	2,778	638,638	
1862	2,292	579,899	
1863	2,553	609,353	
1864	2,744	701,035	
1865	2,998	776,000	
1866	3,085	901,556	
1867	3,479	1,154,640	
1868	3,547	1,118,451	
1869	3,787	1,225,596	
1870	4,122	1,386,883	1867-73—Three additional docks constructed.
1871	5,164	1,824,115	
1872	4,193	1,641,653	
1873	4,797	2,062,236	
1874	4,547	2,134,162	
1875	4,351	2,185,416	
1876	4,550	2,527,697	1873-80—Four docks added to those completed in 1873.
1877	4,457	2,499,482	1877—Great scheme of river-quay reconstruction more than two miles in length begun; estimated cost £2,240,000, defrayed by the Government.
1878	4,583	2,779,956	
1879	4,248	2,908,011	
1880	4,626	3,117,754	
1881	4,110	2,938,481	
1882	4,441	3,453,294	
1883	4,689	3,857,934(a)	1883—Quays approaching completio n.
1884	4,809	3,512,040	
1885	4,860	3,492,294	
1886	4,726	3,521,229	
1887	5,022	3,801,952	

(a) A new system of reckoning tonnage (Moorsom's system) was adopted on 1st January, 1884.

Appendix. 21st Day No. 8—continued.

SHIPPING entered at the Port of ANTWERP—*continued.*
(Compiled from the Reports of the British Consul at the Port)—*continued.*

Year.	Total Shipping entered.		Summary of Port Improvements.
	No.	Tonnage.	
1888	4,823	3,974,320	
1889	4,356	4,050,549	
1890	4,532	4,517,698	
1891	4,461	4,693,238	
1892	4,321	4,500,091	
1893	4,418	4,692,211	
1894	4,640	5,008,983	
1895	4,653	5,363,569	1895—Crowding of port complained of; schemes for improvements begun to be considered.
1896	5,116	5,937,862	
1897	5,277	6,215,550	
1898	5,321	6,415,501	
1899	5,420	6,842,163	1899—Vote of £120,000, making a total of £800,000 for improvements; additional length of river quay being constructed; other improvements being made.

DUNKIRK.

Port Administration.—At Dunkirk, as at all other French ports, the docks are the property of the Government, the administration of all port matters being in the hands of the Chamber of Commerce.

The Chamber of Commerce has provided considerable warehouse accommodation, but the great bulk of the warehousing business is in private hands.

Port Improvements and Accommodation.—The Port of Dunkirk has been extensively and continuously improved during the course of the last forty years. These improvements may be conveniently considered under two heads:—

(1) The construction and improvement of docks.
(2) The deepening and improvement of the harbour.

The description of the port given in the report for 1874 shows that Dunkirk then possessed three docks—apparently the three smaller of the existing docks given in the report No. 5, 1900. The area of these docks was about 27 acres. It does not appear from the reports how much of this dock accommodation was constructed as part of the scheme of improvement decided on "by Imperial decree in 1861" (report for 1867). Some part at any rate must have been under that scheme, as in 1871 "the works of the new dock" were in progress.

The construction of what is known as the Freycinet Docks, which formed part of the great scheme of port improvement throughout France set on foot by the minister of that name, is the chief feature of the dock accommodation of Dunkirk. These docks, which are constructed in four parts, were begun in 1874. The first part was opened in 1880, and the whole was completed by 1890. The lock first constructed was 381 feet long, with a depth on the sill at spring tides of 24ft. 4in. Another lock, capable of admitting vessels of the greatest draught, was constructed in the succeeding years. This lock, which was opened in September, 1896, has a length of 580ft. 7in., and a depth on the sill at spring tides of 35ft. 9in., one of the highest dimensions in this respect to be found at any port.

In 1884, after the first section of the Freycinet docks was opened, it was stated that "the docks at present available are quite sufficient for the trade of the port, and unless there is an immense increase in the imports (of which I see no sign), the new docks will be found much larger than will be required for many years." In 1899 it was stated that a costly addition to the Freycinet docks was proposed to be made.

Extensive dry dock accommodation has been also provided at the port. Three of the four dry docks were opened in 1891, the largest of which was stated in the report for that year to be considered "one of the finest in Europe." It has a length of 601ft. 2in., and a depth on the sill of 26ft. 6in.

The deepening of the harbour and its approaches has formed an important part of the port improvements.

In the report for 1872 it is stated that "ships drawing more than 18 or 19ft. of water cannot enter this port without first discharging part of their cargoes in the roads; for this reason the direct trade with India has entirely ceased, such ships going to Havre in preference."

In the report for 1881 it is stated that "continued dredging has considerably increased the depth of water on the bar," and that whereas "in 1874, at spring tides, vessels drawing between 17 and 18 feet only could enter, now (1881) vessels drawing 21 feet can come in safely; this is a vast improvement, but to allow Dunkirk to take its proper place among European ports a still greater improvement must take place."

The improvement in the depth was continuously obtained in the succeeding years. In 1882 two vessels drawing 22½ft. entered, and by 1888 vessels drawing 24 to 25 feet could come in; in 1898 a vessel drawing 26ft. 3in. was taken into the docks. The depth at spring tides is now 27ft., that is an increase of 9ft. since 1872.

Another important work in the improvement of the port was the building of a new pier or jetty on one side of the harbour, in order to get a more suitable width of entrance. This work, commenced in 1890, was completed in 1898.

Various sums of money are mentioned in the reports as having been devoted to the harbour improvements, but the apportionment of these to the various sections of the works above outlined is not given.

In 1861 (according to the report for 1864), a credit of £600,000 was granted, but, as the money does not appear to have been made available, the Chamber of Commerce and municipal authorities, anxious that the works should be proceeded with without delay appear (from the report for 1867) to have made a loan of £500,000 to the Government for the purpose. In the report for 1874 it is stated that "various sums of money have been granted by the French Government at different periods to effect improvements in the port. From 1862 to 1869 the sum of 3,400,000 francs (£136,000) was expended, and from 1869 to 1874 about 4,600,000 francs (£184,000)."

In the report for 1879 it is stated that the "Government is now taking a lively interest in the port. Last year 50,000,000 francs (£2,000,000) were voted for its increase and improvement." In the report for 1889 it is stated that "the Municipality and Chamber of Commerce have decided to guarantee a sum of £200,000 to be employed in widening the entrance between the piers." These figures alone give a total of £3,020,000.

Mr. Taylor, H.M.'s Consul at the port, has kindly supplied the following figures as to the cost of port works between 1880 and 1900:—

By State	£1,414,800	
By loan guaranteed by Chamber of Commerce and municipality	1,240,000	State to repay this in 20 years by half-yearly instalments.
Loan from municipality	300,000	State has repaid this.
Subsidy from the Chamber of Commerce	180,000	
	£3,134,800	

The following table shows the shipping entered at the port for a series of years side by side with a short summary of the improvements that have been carried out. It will be seen that the shipping entered at the port in 1875, the year after the large scheme of port accommodation was put in hand, amounted to 656,368 tons; in 1884, when the accommodation was stated to have outrun the shipping, the tonnage was 1,070,475 tons; and in 1899, when a further extension of accommodation was proposed, 1,643,622 tons.

SHIPPING entered at the Port of DUNKIRK.

(Compiled from the Reports of the British Consul at the Port.)

Year.	Total Shipping entered.		Summary of Port Improvements.
	No.	Tonnage.	
			1861—Government credit of £600,000 granted for port improvements.
1866	3,181	503,072	
1867	3,047	508,733	
1872	—	—	1872—Ships drawing more than 18 to 19 feet cannot enter harbour without lightening.
1874	—	—	1874—Scheme of improvement, involving construction of Freycinet Docks, begun.
1875	2,950	656,368	
1876	2,883	679,896	
1877	2,972	705,640	
1878	2,914	757,897	1878—£2,000,000 voted by the Government for improvement of the port.
1879	2,924	825,613	
1880	3,031	850,446	1880—First part of Freycinet Docks opened.
1881	2,897	899,916	1881—Vessels drawing 21 feet can come into harbour, as a result of continued dredging.
1882	2,983	949,874	
1883	2,645	959,558	
1884	2,583	1,070,475	1884—Accommodation stated to be amply sufficient.
1885	2,729	1,071,050	
1886	2,567	1,128,776	
1887	2,625	1,146,592	
1888	2,871	1,311,710	1888—Vessels drawing 24 to 25 feet can come into harbour.
1889	2,840	1,362,596	1889—Municipality and Chamber of Commerce guarantees £200,000 for widening harbour entrance.
1890	3,177	1,467,217	1890—Freycinet Docks completed.
1891	3,024	1,592,768	1891—Three new dry docks opened.
1892	2,910	1,448,002	
1893	2,888	1,526,442	
1894	2,755	1,473,041	
1895	2,569	1,389,084	
1896	2,692	1,502,676	1896—New lock to Freycinet Docks 35 ft. 9 in. deep completed.
1897	2,686	1,549,235	
1898	2,823	1,709,467	
1899	2,717	1,643,622	1899—Addition to Freycinet Docks proposed; depth of water in harbour 27 ft. at spring tides.

CALAIS.

Port Administration.—The port is in the same position as to government as the other French ports. The bulk of the warehousing accommodation appears to be provided by the Chamber of Commerce.

Port Improvements and Accommodation.—The more recent improvements in the accommodation of Calais date from 1875. According to the consular report for 1875, the National Assembly in that year voted a sum of £600,000 for works comprising a new and capacious floating basin, an entrance harbour to the same, new and more powerful sluices, and a railway packet quay conveniently adapted for the packet service. The works were commenced in 1876, and completed, as far as the original scheme was concerned, in 1889. The Carnot Dock, as the new dock is called, was opened in 1889. It has an area of 23 acres, and a depth of 24ft. 5in. and 28ft. 8in. at neap and spring tides respectively.

The new tidal harbour, which was completed at the same time, was (according to the consular report for 1888) constructed of a depth to accommodate large merchant vessels, to enable them to remain at all times afloat alongside the quay, and to enter and leave the harbour, except for two hours before and two hours after low water; while the most convenient railway and storage facilities were to be provided on the quays.

Both these improvements appear to have been quite satisfactory so far as the internal accommodation of the harbour went. The entrance to the harbour, however, continued for some years to be a difficult one. The work of remedying this was begun in 1890, but it was not till 1896 that it was completed. The entrance was widened to 430ft., and deepened to give 29ft. at high water neap tides and 34ft. at high water spring tides. Dredging has since been carried on continually to obtain greater depth.

The consular report for 1897, after reciting the accommodation and facilities of the port, which made it "a port of which the municipality and Chamber of Commerce have good reason to be proud," stated that "a very different and long-past state of things" still placed the port at a disadvantage, as the old prejudice, created by the lack of accommodation, had not been removed. In the report for 1895 it was stated that, notwithstanding anticipations as to the result of the improvements, trade had not so far increased. In 1898 the Chamber of Commerce was taking steps to make shipowners and others acquainted with the port in its improved condition.

The expenditure of the port in the course of the 20 years had been very heavy. In 1875 there had been a vote of £600,000 for the improvements then about to be begun. In the report for 1890, it is stated that "the amount already spent by the Government department having charge of the various alterations and improvements at this port, including the removal of the old fortifications, amounts up to the present to 40,000,000 francs, say £1,600,000, and the completion of the works above referred to, with dredging, etc., will certainly not fall short of 4,000,000 francs, or £160,000 more. . . . If my figures are correct and I am satisfied that they are, the total cost of the works connected with the improvement of the port and town of Calais amounts to at least £2,000,000 sterling, and in this sum is not included the large sum spent by the military authorities . . . ; nor does it include some £38,000 which the Chamber of Com-

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merce has spent or is spending, on supplementary appliances, such as cranes, tugs, etc."

The following table shows the shipping entered at the port for a series of years side by side with a short summary of the improvements that have been carried out. It will be seen that in 1871, a few years before the large scheme of improvement was commenced, the shipping entered was 315,957 tons; in 1889, on the opening of the Carnot Dock and the completion of the 1875 scheme of improvement, 473,736 tons; in 1896, when the widening and dredging of the harbour were finished, 665,419 tons, and in 1899, 812,815 tons:—

SHIPPING entered at the Port of CALAIS.

(Compiled from the Reports of the British Consul at the Port.)

Year.	Total Shipping entered.		Summary of Port Improvements.
	No.	Tonnage.	
1864	1,553	225,762	
1870	1,722	323,585	
1871	1,735	315,957	
1875	—	—	1875—National Assembly votes £600,000 for port improvements.
1876	—	—	1876—Improvements commenced.
1882	2,248	598,145	
1883	2,192	588,563	
1884	2,122	561,177	
1885	2,086*a*	548,473*a*	
1886	2,034*a*	530,585*a*	
1887	2,108*a*	528,878*a*	
1888	2,211	497,849	
1889	2,249	473,736	1889—Improvement scheme of 1875 completed; Carnot Dock opened.
1890	2,438	600,473	1890—Work of widening harbour entrance and dredging to a depth of 34 feet at high water spring tides begun.
1891	2,545	688,097	
1892	2,446	614,531	
1893	2,322	602,292	
1894	2,045	335,458*b*	
1895	2,086	550,659	
1896	2,193	665,419	1896—Widening and dredging of harbour commenced in 1890, completed.
1897	2,250	749,464	
1898	2,311	744,331	1898—Chamber of Commerce takes steps to make improved condition of the port known.
1899	2,101	812,815	

(*a*) Excluding coasting trade.

(*b*) The shipping *cleared* from the port in the year 1894 is given in the same report as 2,072 vessels, with a tonnage of 537,208. It is therefore probable that there must be an error in the figures for tonnage *entered* at the port in the year.

BOULOGNE.

Port Administration.—There appears to be nothing to distinguish the port of Boulogne from that of other French ports in regard to administration.

Port Improvements and Accommodation.—The greater part of the port improvements at the port of Boulogne have been carried out in the period since 1860. The improvements consist of—

(1) The construction of a floating dock or basin,
(2) The construction and dredging of an outer harbour,
(3) The dredging and improvement of the inner harbour.

The floating dock or basin, which is the only dock Boulogne possesses, was constructed in the earlier years of the period, and was opened in 1868. It had then an area of over 17 acres, with 1,146 yards of quay and a depth of 29ft. 6in., and 23ft. 8in. at high water, spring and high water neap tides respectively. It appears to be now practically the same as originally constructed. According to the report for 1871 all the large vessels then made use of it.

The cost of this dock and the lesser works connected with it was, according to the report for 1871, £290,950.

The next scheme of port improvement was authorised by "a French law of 17th June, 1878."

It is set out in detail in the consular report for 1881, and was a project for the creation of "a well-sheltered harbour, into which the largest ships of the mercantile marine will be able to enter at all times of the tide." The harbour was to be formed by the construction of two sea-walls and a breakwater, and dredged to various depths according to the draught of vessels for which each part was designed. The scheme was then estimated to cost £680,000. A portion of the work, let to contract for £210,800, was stated to be approaching completion in 1881. The scheme was further proceeded with in the following years, and by 1887 the whole of the £680,000 was expended. Part of the scheme only had been carried out, namely, the construction of a south-west breakwater, which was formally opened in 1889, and is known as the "Digue Carnot"; the remainder of the scheme, comprising chiefly a north-east breakwater and a detached breakwater had not been carried out.

Dredging of the outer harbour inside the new breakwater was carried on in the following years, and by 1893 a depth of over 33 feet at low water spring tide had been obtained in over 30 acres of the harbour.

The scheme of improvement of the inner harbour was sanctioned in 1888. Its chief feature (according to the consular report for 1887) was the dredging of the port to a uniform depth of not less than 12 feet in any part at low water spring tides, which it was stated would enable fishing boats to remain always afloat. This necessitated the reconstruction of the existing quays for a considerable length, which had to be built with deeper foundations.

The scheme was estimated to cost £184,000 (according to the report for 1888) towards which the Minister of Public Works was authorised to accept a contribution of £128,000 from the Boulogne Chamber of Commerce.

According to the report for 1891, considerable progress had been made with the works, considerable lengths of new quay walls having been constructed, and a great amount of dredging carried out.

The reports close with a reference for 1898 to a scheme for obtaining an increase of quay space, which, however, had not yet received Government sanction.

The cost of the various improvements mentioned above, as far as stated in the consular reports, is as follows:—

	£.
Report for 1871—Floating dock - - -	290,950
„ 1887—Construction of "Digue Carnot" - - - -	680,000
„ 1888—Deepening and dredging inner harbour - -	184,000
	£. 1,154,950

The following table shows the shipping entered at the port for a series of years side by side with a short summary of the improvements that have been carried out. It will be seen that in 1868, when the dock was opened, the shipping entered had a tonnage of 323,343 tons; in 1881, three years after the larger scheme of port improvement was sanctioned, it was 528,431 tons; in 1888, when a further scheme of improvements was begun, it was 524,997; while in 1899 it was 1,295,360 tons.

SHIPPING entered at the Port of BOULOGNE.

(Compiled from the Reports of the British Consul at the Port).

Year.	Total Shipping entered.		Summary of Port Improvements.
	No.	Tonnage.	
1864	1,666	283,014	
1865	1,889	307,592	
1866	1,964	324,755	
1867	2,195	375,751	
1868	1,942	323,343	1868.—Only Dock opened; cost £290,950.
1869	1,887	333,461	
1870	1,836	302,793	
1871	1,810	311,532	
1874	2,122	384,110	
1881	2,200	528,431	1878.—Law passed authorising construction of an outer harbour; estimated cost £680,000.
1882	2,304	559,142	
1883	2,209	557,498	
1884	1,965	492,018	
1885	1,933	484,204	
1886	1,986	491,248	
1887	2,164	537,004	
1888	2,210	524,997	1888.—Scheme of harbour dredging and improvement sanctioned; estimated cost £184,000.
1889	2,259	605,371	1889.—South-western break-water, Digue Carnot opened. Part (only) of 1878 scheme carried out; total grant spent.
1890	2,377	800,883	
1891	2,410	779,417	
1892	2,545	762,899	
1893	2,522	778,056	1893.—Extensive dredging carried out; 33 feet at low water spring tides in outer harbour.
1894	2,489	808,125	
1895	2,481	751,446	
1896	2,417	801,501	
1897	2,695	852,071	
1898	2,897	987,024	1898.—Proposal for obtaining more quay space put forward.
1899	2,946	1,295,360	

HAVRE.

Port Administration.—According to Commercial Report No. 5, 1900, the Chamber of Commerce have rented nearly all the sheds erected by it on the quays to steamship companies. Warehouses have been erected by and are in the hands of private persons and companies. Loading and unloading appliances have been chiefly provided by the Chamber of Commerce, but such appliances have also been provided by companies in connection with the sheds erected by them on the quays under concessions from the Chamber.

Port Improvements and Accommodation.—The whole of the period from 1863 covered by the consular reports has been one of great activity in the improvement of the port accommodation of Havre. These improvements may be conveniently considered under four heads—

(1.) The construction of docks.

(2.) The construction of an outer harbour and the dredging and improvement of the harbour and entrance thereto, and of the docks.

(3.) The provision of warehouses and loading and unloading facilities.

(4.) The large scheme of port improvement pressed upon the Government for many years and at last sanctioned in 1895.

As early as 1866 Havre possessed seven floating docks or basins of considerable aggregate area. A new floating basin, soon after put in hand, was opened in 1871 as the Basin de la Citadelle. It had an area of 14¾ acres and a depth of 31 feet at spring tides. The construction of two other docks is referred to in the consular report for 1875 as in progress, and Havre had then, it is stated, about 126 acres of docks.

In 1879 the "urgent want of increased dock accommodation" was stated to be one of the questions occupying the public mind, and in that year the creation of another large basin was voted. Part of this, the Bellot Dock, was opened in 1885, but it was not all completed till 1887. It had an area of 53 acres and a minimum depth in one half of 26 feet 7 inches, and in the other half of 25 feet, with a lock 27 feet deep at the lowest neap tides.

A law of the 11th March, 1885 (according to the consular report for that year), declared, among other things, the establishment of a basin for wood and one for petroleum of public utility. The basin for petroleum was commenced in 1892 and completed in 1894. This completes the existing docks of the port as set out in the Commercial report No. 5, 1900, the total area of the docks being according to that report about 190 acres.

The depth at the entrance of the port in 1866 was, according to the report for that year, 25 feet 8 inches at spring, and 20 feet 2 inches at neap tides, the outer harbour being then 30 feet 10 inches at spring and 25 feet 4 inches at neap tides. The narrowness of the entry to the harbour was then a great difficulty, and preparations were made for widening it in 1871. By 1874 constant dredging had increased the depth [illegible]

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harbour to 32 feet 2 inches and 25 feet 7 inches at spring and neap tides respectively. In the succeeding years the work of enlarging the outer harbour was actively pushed on with, and is stated to have been nearly completed by 1879. In the report for 1882 it is stated that "owing to the strong representations of the Chamber of Commerce and the engineers of the port, an increased sum was allotted by the Government for the service of the port, which has enabled the Vauban and Citadel Docks to be dredged."

In the report for 1887 it is stated that in addition to the 200,000 francs (£8,000) advanced by the Chamber of Commerce to the Government for the purpose of dredging the bank situated at the entrance of the harbour, the Chamber offers to advance a further sum of 100,000 francs (£4,000) for further dredging, and in the report for 1891 that "Havre suffers from the want of deeper water in the channels leading into the harbour" and that "unwilling to wait for the projected improvements of the port the Chamber of Commerce voted a sum of 1,200,00 francs (£48,000) towards dredging the south-west pass and the banks outside the harbour." After the sinking by collision of the dredger a more powerful one was being built "which will cost about £53,000, towards which sum the Chamber of Commerce contributes £33,000." In the report for 1896 it is stated that this dredging had been completed, making a depth in the south-west pass of 9·84 feet instead of 6·56 feet below zero.

The question of facilities for dealing with goods is dealt with in many of the reports, and appears to have occupied the consideration of the authorities from time to time. In the report for 1874 it is stated that such facilities are urgently needed "to enable Havre to compete favourably with rival ports." A few years later these facilities began to be extensively provided, and in 1880 it is stated that the Chamber of Commerce had asked for an authorisation to raise a loan of 2,000,000 francs (£80,000) for the purpose of "providing the various docks with proper mechanical appliances for the speedy unloading of ships." In the report for 1882 it is stated that a decision has not been come to as to whether the Chamber of Commerce can legally apply the quay dues to the providing of better dock equipment, and in the report for 1885 that a decree of that year "authorises the Chamber of Commerce to establish hydraulic lifts and sheds for the protection of goods on the quays." In each of the reports for the years 1888-93, particulars of the new facilities are given, which seem to indicate that the Chamber of Commerce had provided very extensive accommodation under this head.

The last feature in the accommodation of the port is that of the larger scheme of port improvement, which was finally passed by the French Chambers in 1895.

In the report for 1882 it is stated that a Nautical Commission had been appointed by the Government to inquire into the whole question of the improvement of the port, and several projects were laid before it. In 1884 a Bill was introduced by the Minister of Public Works into the Chamber of Deputies for a scheme estimated to cost £3,240,000.

In 1885 a new Commission was appointed by the Government "to enquire into the condition of the river Seine from Rouen down to the sea, including the Port of Havre and the roadstead, and to report on the many projects which had been brought forward in connection therewith." Two other committees afterwards sat to consider the subject, and the result of their joint labours was a scheme involving an estimated expenditure of about £5,560,000, of which £4,560,000 was to be in respect of works at Havre.

In 1889 the Bill for the improvement of the Port of Havre and the roadstead passed the Chamber of Deputies. In the Senate an amendment "that the cost of the improvements should be met by a fresh tonnage duty, and by supplementary taxes on all goods," was carried. On this the Municipality and the Chamber of Commerce of Havre protested, and the Chamber of Commerce "refused to contribute one penny to a plan which would have the most prejudicial consequences to the port." The project was adjourned at the beginning of 1890. At length in 1895 a law sanctioning the scheme was passed by both chambers, "but it has only been by a compromise, the original project having been cut down from 88,000,000 fr. (£3,520,000) to 42,500,000 fr. (£1,700,000), of which sum 27,500,000 fr. (£1,100,000) will be allotted to this port, and the remainder to the improvement of the Lower Seine. The works here will comprise the deepening of the south-west approach to the harbour; the protection of Cape la Hève, which is gradually crumbling away; the construction of a new outer harbour, and of a new deep half-tide basin, which will enable large vessels to enter the docks during a much longer period than at present. The Government will contribute one-half of the above-estimated cost of the works, but no more, and the half of the amount to be expended at Havre will be paid by the Department, the town, and the Chamber of Commerce, the latter's share being 9,685,500 fr. (£387,420). These works will undoubtedly have to be supplemented later on by other ones, and it appears to be a mistake from every point of view that they are thus carried out piecemeal. It will probably be a year before they are commenced, and seven or eight ere they are completed." This is according to the consular report for 1894.

In the report for 1895 it is stated that some alterations had been made in the original plans, which "will entail on the Chamber of Commerce of Havre an additional charge of 2,500,000 fr. (£100,000), making the total estimated amount to be defrayed by it 12,185,500 fr. (£487,420), which they hope to be able to meet out of the dock dues they are now authorised to levy."

The works for this scheme are being steadily proceeded with.

In the following table I have brought together the figures for the cost of the improvements, as far as they are mentioned in the consular reports, dividing them, where possible, between the Government and the local bodies:—

Year	Improvements.	Government.	Local Bodies.		Total.
			Chamber of Commerce.	Other.	
		£.	£.	£.	£.
1865-77	Various improvements - - - -	400,000	400,000	—	800,000
1882	Bellot Dock - - - - - -	600,000	—	—	600,000
	Dredging - - - - - - -	4,000	—	—	4,000
1886	Two graving docks - - - -	140,000	—	—	140,000
	Dredging - - - - - - -	8,000	—	—	8,000
1888	Dredging - - - - - - -	—	48,000	—	48,000
1890	Petroleum Dock - - - - - -	23,000	23,000	—	46,000
1891	Dredger - - - - - - -	20,000	33,000	—	53,000
	Cranes, &c. - - - - - - -	—	6,800	—	6,800
1893	Dredging Vauban Dock - -	3,400	2,000	—	5,400
	Purchase of land for quays - - -	—	30,600	—	30,600
1895	Deepening the south-west approach to harbour, &c.	550,000	487,420	162,580	1,200,000
		1,748,400	1,030,820	162,580	2,941,800

The following table shows the shipping entered at the port for a series of years, side by side with a short summary of the improvements that have been carried out. It will be seen that in 1866, when the dredging of the harbour and entrance was commenced, the shipping entered was 1,094,416 tons; in 1871, at the opening of a new dock, it was 1,340,915 tons; in 1879, when there was "urgent need of increased dock accommodation," it was 2,189,783 tons; in 1895, at the sanctioning of the modified scheme of port improvement, it was 3,275,563 tons.

SHIPPING entered at the Port of HAVRE.

(Compiled from the Reports of the British Consul at the Port.)

Year.	Total Shipping entered.		Summary of Port Improvements.
	No.	Tonnage.	
1865	5,615	908,672	Prior to 1865.—Havre possessed 7 floating docks.
1866	5,736	1,094,416.	1866.—Dredging of harbour and entrance commenced and carried on till 1896.
1867	5,902	1,236,627	
1868	5,856	1,238,220	
1869	5,713	1,323,286	
1870	5,706	1,384,231	
1871	6,274	1,340,915	1871.—New floating dock opened.
1872	5,495	1,478,780	
1873	5,646	1,444,837	
1874	6,040	1,671,110	
1875	5,997	1,677,022	
1876	6,001	1,854,993	
1877	5,925	1,854,202	
1878	6,514	2,194,644	
1879	6,257	2,189,783	1879.—"Urgent need of increased dock accommodation."
1880	6,399	2,245,932	
1881	6,289	2,266,466	
1882	6,064	2,206,927	1882.—Nautical Commission appointed to consider improvement of port.
1883	5,970	2,357,586	
1884	5,884	2,355,590	
1885	5,687	2,321,779	1885.—Extensive loading and unloading facilities begun to be provided.
1886	5,692	2,383,760	New commission appointed to consider condition of Seine and Port of Havre: scheme suggested costing £5,560,000.
1887	5,635	2,545,202	1887.—Completion of ninth floating dock, area 53 acres.
1888	6,173	2,873,934	
1889	6,247	2,827,312	
1890	6,590	2,733,295	
1891	6,610	3,116,777	
1892	6,167	2,809,971	
1893	6,498	3,042,998	
1894	6,821	3,115,306	1894.—Petroleum basin opened.
1895	6,662	3,275,563	1895.—Modified scheme of improvement sanctioned, estimated to cost £1,700,000, of which £1,100,000 will be in respect of Havre.
1896	5,986*a*	2,774,723*a*	
1897	5,785*a*	3,566,518*a*	
1898	2,114*b*	2,365,331*b*	
1899	2,080*b*	2,244,051*b*	1899.—Scheme of 1895 being proceeded with.

a. The figures for these years exclude Southampton packets.
b. The figures for these years exclude Southampton packets and coasting trade.

ROUEN.

Port Administration.—There is nothing in the reports showing any special feature in the administration of the Port of Rouen.

Port Improvements and Accommodation.—The improvements at the Port of Rouen divide themselves into two classes:—

(1.) The construction of quays and basins and the provision of minor facilities and the construction and improvement of the quays on both banks.

(2.) The dredging and dyking of the Seine.

The first consular report available, that for 1874, refers to the port improvements then going on, viz., the provision of unloading facilities and the construction and improvement of the quays on both banks. In 1875 a law was passed "authorising the construction of extensive quays and other works along the river" at an estimated cost of £160,000, to meet which a tax of 55 centimes per register ton was to be imposed. These works were completed in 1880. They included, along with what has been already stated, dredging "to give all vessels alongside the quay at least 5 metres (16·4 feet) at the lowest known tides."

The next scheme of improvement was sanctioned by a law of the 8th August, 1879. This scheme provided for an extension of quays amounting to 1,290 yards on the right bank of the river and 886 yards on the left by joining two islands to the respective banks. It was estimated to cost £332,000. This scheme appears to have been practically completed by 1887.

In the meantime a further scheme of improvement had been begun. At the end of 1884 the Chamber of Deputies passed a further law (confirmed by the Senate on the 11th March, 1885), "which law, together with a supplementary plan to be carried out by the Chamber of Commerce, will entail an outlay of 12,000,000 francs (£480,000)." This estimate was for works as follows:—

	£
Purchase of large space for the extension of the port	80,000
Dredging	83,600
Construction of 437 yards of quay to receive vessels drawing 26¼ feet (at low water	39,200
Construction of a dry dock of 120 yards	88,000
Construction of a basin for wood and a special basin for petroleum	89,200
Sheds for goods on quays	20,000
Hydraulic cranes	48,000
Slips for vessels of 120 yards	32,000
	£480,000

These improvements were actively pushed on with in the succeeding years, and appear to have been completed in great part by 1895.

In the consular report for 1893 it is stated that, while as regards trade there is nothing to speak of but stagna-

Appendix.

21st Day, No. 8—continued.

tion and depression, as regards the port improvements "there is nothing to report but incessant and active progress." All the schemes decided on, as referred to above, were being steadily proceeded with. A description of the various improvements is given in that report (1893).

The chief heads are (1) the purchase of a strip of land, 2,733 yards in length on the right bank, and the extension of the quays along it, equipped with rails and loading and unloading facilities; (2) a corresponding extension of quays along the left bank; (3) the extension of the petroleum basin to over a mile in length devoted solely to the trade.

The lighting of the quays is stated to have given rise to some difficulty. A ministerial decision had laid down that the expense of lighting the quays should fall entirely upon the town or municipality. The Municipal Council did not quite accept this view, and when lighting by electricity was adopted they, on the ground that their obligation would have been complied with "by the cheaper radiation of gas," endeavoured to get the Chamber of Commerce to share the cost.

The dispute was settled (according to the report for 1895) "by a compromise, the State providing for first expense of installation, the Chamber of Commerce supplying the engine-house and motor engine, and the town undertaking the charge of annual maintenance."

In the consular report for 1895 it is stated that the quays are being extended and completed with a depth at lowest spring tides of 23 feet.

The report for 1897 speaks of improvements still being carried out at the port and the provision of loading and unloading facilities.

It will be seen from the report No. 5, 1900, that the area of two of the four basins which have been formed from the river is 85½ acres. The total length of quay in the maritime basin (or general port) alone is nearly 2½ miles, with a depth of 17ft. in the shallowest part at the lowest tide and of 30¼ft. in the deepest part at the highest.

Dredging and Dyking of the Seine.—In the consular report for 1874 it is stated that a vessel drawing 17 feet had been able to come up at spring tides, and one drawing 16ft. 6in. at neap tides. This had been made possible by the dredging of a particular bank in the river which had a depth of only 10ft. 6in. to a depth of 16ft. 4in. at dead low water. The work of deepening is next referred to in the report for 1880. The river between Rouen and Paris must also have been undergoing dredging at that time, as in the report for 1884 it is stated that "in a year from hence the depth of water between Rouen and Paris will be everywhere at least 3·20 metres (10½ feet), and this amelioration is expected to considerably augment the importance of the river navigation."

The scheme for the improvement of Havre and the navigation of the lower Seine was being considered at this time, and in the consular report for 1887 it is dealt with from the point of view of Rouen. This scheme was not, however, sanctioned till 1895, and then only in a modified form. In the meantime, extensive works in the construction and repair of training-walls were being carried out "according to the law of 1883 (report for 1889), £48,000 was expended on this between Caudebec and La Risle. Half the amount which was voted by the said law (£376,000) has now been used. About 5½ miles have been repaired."

According to the report for 1889 extensive dredging was then also being carried out.

Further particulars of the training-wall repairs are given in the report for the next year (1890), and dredging, it is stated, had "been continued to obtain a depth of 18 feet at neap tides, and 22 feet 9 inches at spring tides."

The work of improving the lower Seine by dredging and dyking is dealt with more fully in the report for 1893. The work, it is stated, though unceasing, has been slow and gradual. The various banks obstructing the navigation had had to be dealt with, "and a fairway giving from 3 to 4 feet more water throughout a width of 100 metres (109 yards) has been cut through them."

In another bank, which was commenced to be dredged in 1894, a channel of 164 yards width was to be obtained.

The work of dredging was being steadily proceeded with in the succeeding years. In the report for 1895 some further details are given, and it is stated that "this work, together with the others I have mentioned, are all details of a general plan, the governing idea of which is the removal of every hindrance to the free inflow of the flood tides. 'Admit,' the engineers say, 'the largest possible volume of water into the river, then compress it by means of strong dykes, and let the river current, reinforced by the ebb tides, do the rest, helping it here and there by dredging the most prominent points in the river bed.'"

The great Havre-Seine scheme, authorised after many years of discussion in 1895, affected Rouen as far as it proposed to improve the estuary by the extension of the dykes. The share of the cost of this scheme assigned to Rouen was (according to the report for 1895) £600,000, of which one-half was to be borne by the State and one-half by the Chamber of Commerce of Rouen, the municipality and the Department.

According to the report of 1896 a great improvement had been obtained in the depth of the channel to Rouen. In 1864 it will be remembered that the fact of a vessel drawing 17 feet being able to come up was considered noteworthy. In 1896, however, according to the report for that year, 40 ships entered the port drawing 21 feet or over, a petroleum vessel drawing over 23 feet having on one occasion come in. It was, however, impossible to say what exact limit of draught could come up, and the difficulties of dealing with the navigation of the river are illustrated by the following paragraph in the report for 1896:—"The channel through the estuary has been unusually unsteady during the past year. I have before me five different charts of the estuary published by the engineers of the Ponts et Chaussées in the last six months of 1896, for the moment a change takes place in the direction of the channel, the new channel is at once sounded and buoyed and lighted, and a fresh chart issued. . . . . There could not be a better system than that adopted by the French authorities of publishing a fresh chart the moment a change of direction in the main channel has necessitated a re-buoying of it, and upon these charts the course it has just left is always traced, and the date of the previous change is also stated."

The difficulty caused by the shifting nature of the channel in the estuary is again referred to in the report for 1897, but the measures taken to regulate it appear to have been fairly effectual. The work of carrying out the dykes into the estuary had been carried on for some time, and great progress had been made, while the dredging of the various banks in the stream referred to in the preceding reports had been energetically carried on, large sums, as stated in that report, being spent on the work.

The much more formidable undertaking of making Paris a sea port by deepening the Seine up to the capital is being seriously discussed, and (according to the report for 1897) the work was in the June of that year "declared to be of public utility by the Parliamentary Commission elected to report on it." In 1898, "however, a note reassuring to both Rouen and Havre has been struck by the report of the Budget Commission pronouncing strongly against the project."

The following is a summary of the figures, as far as they are given in the reports, of the cost of the various improvements of the port of Rouen:—

	£
Report for 1875—Construction of quays and works along the river -	160,000
1880—Extension of quays - -	332,000
1884—Extension of port, construction of basins, quays, sheds, &c. - - - -	480,000
1889—Repairing of training-walls in accordance with law of 1883 - - - - - -	376,000
1893—Dredging and dyking the Passe de Bardouville -	80,000
Removal of the Banc des Flaques - - - -	40,000
1895—Havre-Seine improvement scheme, part affecting Rouen - - - - -	600,000
	£2,068,000

The following table shows the shipping entered at the port for a series of years, side by side with a short summary of the improvements that have been carried out. It will be seen that the shipping entered the port in 1882 (the first year for which any figures are given in the consular reports) was 609,926 tons; in 1884, when an extension of the port, including the construction of two docks and additional quays, was authorised, it was 728,010 tons; in 1890, on the completion of the petroleum dock authorised in 1884, it was 919,510 tons; and in 1897, 940,025 tons.

SHIPPING entered at the Port of ROUEN.

(Compiled from the Reports of the British Consul at the Port.)

Year.	Total Shipping entered.		Summary of Port Improvements.
	No.	Tonnage.	
1875	—	—	1875.—Law passed authorising construction of quays, along the river, and dredging to give at least 16·4 feet alongside, costing £160,000.
1879	—	—	1879.—Law passed authorising re-construction of quays; estimated cost £332,000.
1880	—	—	1880.—Works authorised in 1875 completed.
1881	1,795	—	
1882	1,724	609,926	
1883	1,730	692,916	1883.—Law passed authorising extension and construction of training walls.
1884	1,744	728,010	1884.—Extension of port, dredging, construction of wood and petroleum basins and additional quays and sheds authorised; estimated cost, £480,000.
1885	1,663	702,825	
1886	1,687	748,783	
1887	1,830	789,989	
1888	1,865	922,500	
1889	1,560	729,100	
1890	1,905	919,510	1890.—Completion of the petroleum dock.
1893	—	—	1893.—Enlargement of the petroleum basin commenced.
1894	—	—	1894.—Lighting of quays by electricity introduced at the wood basin.
1895	—	—	1895.—Completion of extension of petroleum dock.
1896	1,608	903,760	1896.—Havre and Lower Seine scheme authorised; estimated cost in respect of Rouen, £600,000.
1897	1,565	940,025	
1898	—	—	
1899	—	—	

CHERBOURG.

Port Improvements and Accommodation.—The improvements in the Port of Cherbourg may be conveniently considered under two heads—(1.) The dredging of the outer port and tidal basin. (2.) Construction of breakwaters.

The dredging of the commercial port was commenced in 1874, the intention then being to deepen the harbour by three feet. In the consular report for 1876 it is stated that a vessel of no more than 1,063 tons register had to discharge a portion of its cargo in the roads before it could enter the basin, as the entrance to the basin was too shallow and the basin itself too narrow for large ships.

The scheme of port improvement submitted by M. de Freycinet, as French Minister of Public Works in 1878, involved among other things the deepening of the basin and the sea channel leading thereto, and the report for 1881 states that among the improvements decided on are the deepening of the outer or tidal port, the deepening of the commercial basin and the entrance thereto, and the construction of a second entrance. These works were steadily proceeded with in the succeeding years. By 1887, the deepening of the floating basin and the channel from the roads thereto had been accomplished; the new entrance had been completed, "thus allowing vessels of deep draught and large beam to enter the basin." By 1889 the dredging of the tidal port had been completed as far as it was then proposed to proceed. The dredging of the outer port was a work of particular difficulty, as a large part of it could not be removed by a dredger, and had to be worked upon by hand labour, the men working under a coffer-dam. In the report for 1897 it is stated that some further dredging of both the inner and outer basins had been decided on with the object of securing a uniform depth.

"The construction of the breakwaters to close in the roads of Cherbourg" was begun in 1889. The estimated cost was then stated to be £400,920. The work was approaching completion in 1893, but the reports do not further refer to it.

The construction of a pier or jetty was another work that, after being the subject of consideration for several years, was authorised under the scheme put forward by the Minister of Public Works in 1878. It was commenced in 1881, and according to the account given in the Consular report for 1882 was to be about half a mile long, "so that at the extreme end there would be 7 metres (23 feet) depth of water at lowest tides." It was suspended soon after through lack of funds, and does not appear to have been proceeded with.

The improvement of the commercial dry dock is another of the works referred to in the reports. It was completed in 1882, and was capable of taking a vessel of 256 feet length of keel, and was 46 feet wide. In the report for 1883 it is stated to have been little used, a result "probably due to the high tariff established for its use."

The following table shows the shipping entered at the port for a series of years side by side with a short summary of the improvements that have been carried out. It will be seen that the shipping entered at the port in 1876 was 259,214 tons; in 1880, when the construction of the deep sea jetty and extensive dredging were sanctioned, it was 367,838 tons; in 1887, at the completion of the new entrance to the basin, it was 247,940 tons; and in 1896, 574,781 tons.

Appendix.

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SHIPPING entered at the Port of CHERBOURG.

(Compiled from the Reports of the British Consul at the Port.)

Year.	Total Shipping entered.		Summary of Port Improvements.
	No.	Tonnage.	
1876	1,267	259,214	
1877	1,140	253,485	
1878	1,366	304,052	
1879	1,556	369,720	
1880	1,477	367,838	1880—Scheme of improvement by dredging and construction of deep-sea jetty sanctioned.
1881	1,514	352,348	
1882	1,581	374,866	1882—Commercial dry dock enlarged.
1883	1,535	357,229	
1884	1,544	325,676	1884—Special dredging of outer port.
1885	775*a*	268,172*a*	
1886	1,154	261,887	
1887	1,216	247,940	1887—Dredging of, and new entrance to, basin completed.
1888	1,130	264,826	
1889	1,143	235,520	1889—Construction of breakwaters begun; estimated cost, £400,920.
1890	1,318	162,913	
1891	1,333	186,318	
1892	1,370	229,260	
1893	1,407	215,028	
1894	1,271	163,877	
1895	1,411	382,963	
1896	1,470	574,781	
1897	765*a*	523,576*a*	1897—Further dredging sanctioned; other proposals for improvements being considered.
1898	821*a*	456,346*a*	

a 1885, 1897, and 1898—These figures exclude coasting trade.

It may be convenient to summarise the most important points revealed by the consular reports here dealt with in regard to the administration and improvement of these ports. These points appear to be the following:—

(1.) That with few exceptions the accommodation for shipping has been provided within the last 40 years, and for the most part within the last 30 years.

Bremerhaven, Amsterdam, and Rotterdam are the chief exceptions, the rule applying to all the others, and, of course, to these ports in great measure as well.

(2.) That great natural difficulties have had, in all cases, to be overcome, and that a large part of the energies of the responsible authorities have been devoted to the carrying out of extensive and costly works for the removal of these natural difficulties.

It is only necessary to mention the following:—

The shallow state of the Elbe to Hamburg, necessitating a large scheme of dredging.

The shallow state of the Weser to Bremen, necessitating a large scheme of dredging.

The long and shallow approach to Amsterdam by either the Zuyder Zee or the North Holland canal, necessitating the cutting of the North Sea canal.

The difficult and tedious approach by the Brielle to Rotterdam, necessitating the cutting of the Hook of Holland canal.

The accumulation of sandbanks in the Scheldt, necessitating extensive rectification of the river banks to facilitate the approach to Antwerp.

The depth of the harbour and approaches at Dunkirk, Calais, Boulogne, and Cherbourg, necessitating extensive dredging.

The condition of the Seine, necessitating continuous dredging and extensive dyking in the interests of the Ports of Havre and Rouen.

(3.) That when many of these extensive schemes of improvements were undertaken the shipping was of comparatively small dimensions, in view of the cost of the improvements proposed.

(4.) That accommodation has been provided to a great extent with a view of inviting fresh trade rather than of accommodating existing trade.

(5.) That the anticipations as to increase of shipping with which improvements have been undertaken have on the whole been fulfilled.

(6.) That the principle of providing for ships of the greatest draught from time to time appears to have been kept steadily in view.

The difference in the spirit of administration, according to the country in which the ports are situated—(1) Germany, (2) Holland and Belgium, (3) France—is also apparent. The history of the two German ports of Hamburg and Bremen indicates a determination on the part of the municipal body, acting as port authority, to carry out improvements regardless of Government assistance. As regards the Dutch ports and the Port of Antwerp, though local effort has been very strong, the Government is looked to to bear the expenses of the heavier improvements, and has done so. As regards the French ports, the Government, acting on the principle that all ports are State properties, carries out nearly all structural improvements, adopting the reverse plan of obtaining a loan, and in some cases a contribution, from the local authorities, namely, the Chamber of Commerce, as port authority, and sometimes from the municipal authority and the department authority. Only the minor facilities, such as loading and unloading apparatus, and sheds and warehouses, are provided by the Chamber of Commerce as port authority.

9.—Extracts from the Reports of the British Consuls at the Chief Continental Ports on the North Sea and the English Channel, relating to Port Administration, Improvements, and Accommodation.

(*Handed in by Mr. G. L. Gomme, on the Twenty-first Day. See Question* 7772.)

Hamburg.

Port Administration.

The draft agreement between the Imperial and the Hamburg Governments was communicated by the Senate to the Burgerschaft on the 27th of May; the full text was presented to that body on the 3rd of June, and the debate as to its acceptance took place on the 15th of the same month, resulting in a division by which it was accepted with a majority of 60 votes.

Subject to certain provisions in regard to the amount to be contributed (£2,000,000) by the Imperial Treasury towards the cost of the incorporation, and which at the time of writing has been already settled, the treaty will come into force upon a date not later than the 1st of October, 1888.

The territory will be preserved free, and the terms of paragraph 34 of the Constitution referred to above will still remain in force with the effect that the right of the district to remain a free port cannot be withdrawn or lessened without the consent of Hamburg. The free port district comprises the Northern Elbe at Hamburg, the port and quay buildings with part of the adjacent territory, and those islands situated in the river opposite the town, including Steinwärder. Within this free port district, the excise supervision of which will be wholly carried out from the outside, the movement of ships and merchandise will be free from all customs, control and the unlimited establishment of industrial manufactories will be allowed. Retail shops and dwelling-houses will be abolished, with the exception of those necessary for the use of storekeepers, harbour, customs, and police officials. The docks at Cuxhaven remain as heretofore outside the limits of the German customs. The Niederlage is to be closed after the incorporation has been carried out, whilst another clause provides that those establishments which are situated in the future customs territory, and which cannot, on account of their great extent, be transferred to the free district, shall be permitted for some time longer to manufacture their articles as before, and under the most advantageous conditions which can be granted to enable them to compete with foreign rivalry. Such establishments are spirit refineries, guano works working for export, rice mills, slaughter-houses for export, dockyards situated in the future customs territory, and certain sugar refineries.

The customs management within Hamburg territory is to be administered by the Hamburg authorities, with the exception of certain surrounding territory in Holstein and the custom-house at Cuxhaven required for the sea and Elbe commerce crosing the customs limit on the Lower Elbe. The cost of such administration is to be provided by Hamburg, but the compensation sums to be paid to the Hamburg indirect taxation officials, who are compelled to resign, are to be provided by the Customs Union. The Customs Union regulations will also be revised in such manner that the trade and commerce of Hamburg shall only be burdened with such formalities as are unavoidably necessary for fiscal purposes, and in any case it is provided that the special privileges which were allowed to the free town of Lubeck at the time of her entrance into the Zollverein shall also be accorded to the State of Hamburg.

(pp. 926-7, Report for 1882.)

The harbours, quays, and all appertaining thereto are the property, and controlled by the Hamburg State, with the exception of one quay, which has been let to the Hamburg-American Packet Navigation Company.

(p. 8, Commercial No. 5, 1900.)

Port Improvements.

The operations for extending the accommodation for shipping in the port of Hamburg, by enlarging the artificial harbour at the Grasbrook, and by forming a new collier harbour on the left bank of the Elbe, make very slow progress. (p. 160, Report for 1861.)

The works so long in progress for extending the harbour accommodation in the port of Hamburg advance very slowly. (p. 95, Report for 1862.)

Under this head there is little to record as having been accomplished within the Hamburg territory during the past year. The improvements in the harbour of Hamburg and in that of Cuxhaven proceed slowly, and no material changes affecting the navigation of the river have taken place. (p. 108, Report for 1863.)

The new quay and warehouses on the Elbe, near the Sandthor, were finished in August, and steamers and other large vessels now discharge there regularly. The Sandthor wharf is connected by a short railway with the Hamburgh-Berlin Railway station. At the Glasbrook, where a new wharf is also contemplated, no progress has been made. (pp. 230-1, Report for 1866.)

The new wharf on the Elbe at the Sandthor, opened in 1867, has proved a great convenience to shipping, and was so much resorted to in the course of the last year, that the space and warehouse room have been found insufficient, and the wharf is therefore about to be considerably extended. It is surprising that a great port like Hamburg should so long have been in want of proper quays or docks, and that so many ships should still be obliged to discharge their cargoes into lighters, whilst lying in the river. The plan of erecting a new wharf with warehouses at the Grasbrook has not yet been carried into execution, or even begun with. The scheme of a warehousing depôt at the Sternschänze has already been noticed. (pp. 399-400, Report for 1868.)

The completion of the new entrepot at the Sternschänze, noticed in last year's report, has given much satisfaction to the manufacturing interests within the Zollverein. The new wharf on the Sandthor-quay, which enables vessels lying in the Elbe to discharge their cargoes directly into warehouses, has been further enlarged, and continues to be resorted to by the ships of all nations. The wharf and warehouses at another part of the river, viz., the Grasbrook, are advancing towards completion, and are expected to be opened in course of 1871. (p. 206, Report for 1869.)

A more serious, because a more permanent, impediment to the traffic of the Elbe is caused by the sandbanks which have accumulated in the bed of the river at various points, and obstruct the passage of large ships. All vessels drawing more than seventeen or eighteen feet of water are compelled to discharge a part of their cargo into lighters at Stade, about twenty miles below Hamburg, the expense of which falls upon the ship and gives rise to frequent disputes.

The highest and lowest tidal depths of water in the harbour during the year above or below the normal water-mark of 14¼ feet were respectively + 12 feet 7 inches and — 2 feet 5 inches. The average tidal depths were (flood) + 7 feet 8 inches, (ebb) + 1 foot 4 inches above the normal water-mark.

. . . . . .

The harbour works are being greatly increased; and when the present extension at the Grasbrook is completed, which may be expected in October next, the wharf and warehouse accommodation will be trebled, and facilities afforded to 30 or 40 steamers for discharge and loading by powerful steam cranes and also for the temporary storing of their cargoes.

(pp. 1012-3 and 1015, Report for 1870.)

Sandthor-quay.—The advantages offered by this wharf, and the landing shed and railway accommodation in connection with it, attract a large number of steamers every year. . . . . .

It may not be generally known that the Elbe between Hamburg and the sea, although flowing entirely through territory now Prussian (with the exception of the port and district of Cuxhaven at the mouth of the river), is under the sole jurisdiction of the State of Hamburg, which is thus responsible for the pilotage, with the exception of the Bosch pilots, and the maintenance of the buoys, lights and beacons for a distance of about eighty miles. The annual expenditure for this purpose, in addition to that incurred for deepening the channel is about £56,000, while the revenue accruing from the pilotage and tonange dues, which are very moderate, does not exceed £20,500, thus leaving a large deficit to be supplied from the general treasury. The shallowest part of the channel, between Hamburg and Schulan, a distance of about ten miles, has been deepened 5 feet within the last five or six years, and three new dredging machines are being constructed at an expense of £30,000 by which a further depth of 2 feet will be gained within a year or two. The physical peculiarities of this part of Germany, however, render the work of improving the navigation very difficult; and, as there seems no possibility of preventing the deposit in the middle Elbe

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of the sand that is washed down by the river in its course of 500 or 600 miles, there appears little probability of a speedy removal of the hindrances thus caused to deeply-laden vessels.

The necessity imposed upon vessels of large tonnage to discharge a portion of their cargo in the lower part of the river, exposes shipping occasionally to serious loss as well as great expense and delay. During the last winter several British vessels which had arrived from South America with guano, and were lying off Glückstadt, were severely injured by the floating ice, which set in suddenly in the beginning of December. Some vessels were run ashore to prevent their sinking, and one new ship which, with its cargo, was valued at £35,000, proved, unfortunately, a total loss. . . . .

The new quay in the upper harbour, referred to in my last report, has not yet been completed, but is expected to be open in a month or two. Other quays are projected in the immediate vicinity, and, as the plans have received the sanction of the Municipal Council, it is hoped that no time will be lost in carrying them into execution, as greater conveniences for the landing and storage of goods are urgently required.

(pp. 687, 689, and 692, Report for 1871.)

One of the greatest wants of Hamburg for many years was that of quays and docks for the loading and discharge of steam and sailing vessels. The great success of the Sandthor-quay, opened four or five years ago for the use of steamers, led the authorities to construct the Kaiser quay on a more extensive and permanent scale. It was opened to public use last year, and the charges being very moderate and the accommodation ample, it has been fully taken advantage of by a large number of steamers that were previously obliged to lie in the stream. These quays are both supplied with powerful steam cranes, extensive sheds, and direct railway communication with all parts of Germany.

A company has been lately formed for the construction of extensive docks and warehouses at Steinwarder, on the opposite side of the river for the use of sailing vessels; but the project, although exceedingly necessary and sanctioned by the Hamburg Government, appears to be making little progress, owing mainly to the difficulties arising from the unsatisfactory nature of the soil.

The depth of the Elbe has been further increased during the year by the operations of the steam dredging-machines, and the general progress made in the interests of navigation has been very satisfactory.

(pp. 424-5, Report for 1872.)

The improvements which have been in progress in the neighbourhood of the harbour have been extended during the year by the widening of some of the leading thoroughfares and the completion of a range of extensive warehouses at the Kaiser quay, which are likely to prove of great service to the mercantile community, as dock warrants, which have been unknown here hitherto, are to be introduced in connection with these warehouses. The navigable channel of the Elbe is being improved and vessels drawing 18 feet can now, under favourable conditions, come up to the city at high water, and steamers can discharge their cargoes alongside quays furnished with steam cranes, commodious sheds and warehouses, and direct railway communication with all parts of Germany.

(p. 666, Report for 1874.)

In the department of public works the principal attention continues to be given to the harbour, where the facilities for the loading and discharge of vessels have been greatly extended and improved, of late years. (p. 112, Report for 1876.)

Since the construction, ten years ago, of the Sandthor-quay in the upper part of the harbour, the demand for accommodation in the discharging and loading of ships has increased so much that three other quays have been added, all of which are furnished with warehouses and sheds for the storage of merchandise, and are in direct communication by railway with all parts of the interior.

(p. 1149, Report for 1877.)

Additions continue to be made to the quay accommodation in the upper part of the harbour, which is fully taken advantage of by the increasing number of steamers visiting this port. Large sums of money are also spent annually for the deepening of the bed of the river, but without much permanent result, as the length of the stream and the sluggishness of the current cause a very considerable deposit of sand, and inflict great expense for lighterage upon the owners of ships drawing more than 18 feet of water. Various remedies for this evil have been proposed, the most effectual being the embankment of the river; but as that would involve a large immediate outlay, there seems no likelihood that it will be carried out. A rectification of the Elbe just above this harbour is being made, consisting of a more direct connection than at present exists between the northern and southern branches of the river, which will probably be completed during the present year.

(p. 414, Report for 1878.)

For some time past an extensive work has been in progress for the purpose of deepening the bed of the river Elbe to secure which a canal has been cut at the Kalten Hofe, a small bend in the river distant about two miles upwards from the quays; this work, which has cost upwards of £100,000, was undertaken in the hope that with the destruction of the curve in the river course and the substitution of a direct channel, the upper current would carry away with it much of what now becomes sediment, and which is only removed at a large annual expense by means of dredging machines; the public opening having only taken place in the autumn of 1879, no reliable judgment can yet be formed as to the success of the undertaking, although a large number of the seafaring community at this port anticipiated a directly contrary result.

(pp. 724-5, Report for 1879.)

As was fully explained, a limited free port has been reserved to Hamburg, and bonded warehouses are to be extensively built on the borders of the outer Customs portion of the town. For the realisation of the project a great part of the old town will be pulled down, leaving, after deducting the space required for the free port canal which will divide the two portions, a building area of 43,000 square metres for warehouses and official buildings in the free port. From the upper port to the inner one, a customs canal will be constructed 2½ miles in length, 45 metres in breadth, and 15 metres in depth, which will be bordered on either side by broad quay streets. The entire ground of the Kehrwieder, Brook, Kleiner Fleth, Pickhuber as far as the Bei St. Annen, and a part of that street, will be included in the free port territory. The ground thus obtained will be cut by a straight canal of 25 metres in width, joining the future free port as its western end, discharging at its eastern end into the Brookthor port, where the same is still in the free port boundary, so that those vessels coming from the free port canal can either pass by the eastern half of the Brookthor port into the duty-bound waters after having been examined by the Customs, or they may continue their voyage by way of the Magdeburger port. The southern shore of the Customs canal, as well as the centre parts of its three sides, will be supplied with custom-houses all along. These alterations will involve the removal of upwards of 1,500 houses and buildings, tenanted by 15,000 persons, entailing on their part the finding of new residing places and entire loss of local custom to such as are engaged as retail shopkeepers. The compensation claims are, therefore likely to be very heavy. Towards the impending estimated cost of £5,000,000, the Imperial Government will contribute 40,000,000 of marks, or £2,000,000, which is to be paid to the Hamburg State in equal annual amounts spread over a term of 10 years. A general estimate of the details is at the time of writing being drawn up, and as soon as this is in the hands of the senate that body will commence negotiations with the empire regarding the same, although it was stipulated that the incorporation treaty should not, if necessary, be enforced until October, 1888. The actual works will be commenced at as early a date as possible. The expenses to be met by the Hamburg State will be raised by loans, probably bearing interest at 3½ per cent., but this interest must not be regarded as an additional burden on the Hamburg taxpayers, since as soon as the incorporation takes place the annual payment of £250,000, now made by this state to the imperial treasury for her exemption from the Zollverein will cease. From a fiscal point of view the Hamburg Government therefore may be said to have gained very good terms, but the result to the Hamburg trade is too much a matter of doubt for any opinion to be expressed.

(pp. 923-4, Report for 1882.)

Considerable progress was made during 1884 in the demolition of buildings and in the preparation of the area required for the new free harbour district, consequent upon the recently resolved incorporation of Hamburg with the Zollverein. The engineering and other works necessary for the accomplishment of this scheme are, however, so far in too incomplete a stage for any lengthy report to be made thereon.

(p. 746, Report for 1884.)

The extensive buildings which have been resolved upon in consequence of the approaching incorporation into the Customs Union are in part completed, or rapidly nearing completion. The new bridge across the Elbe was opened for traffic in July: in November the first vessels were admitted into the harbour for vessels from up country and sailing ships. In this latter the large crane capable of lifting 150 tons, the largest constructed at present, has been placed, and is in working order. The embankments of the Baakenwärder and the Baakenquai, with the exception of a certain portion belonging to the railway administration, are finished; and the erection of the sheds is being eagerly proceeded with, so that the quays in that quarter will probably be ready for traffic in the first half of 1888. Numerous meetings have been held from time to time to consider the revision of the quay regulations and tariff, and the question of convenient arrangements for railway traffic to and from the "free port" district has been satisfactorily solved during the past year, and the quay-receiving sheds are in a state of forwardness that ensures their being ready for the time of entering the Customs Union. The construction of the warehouses in the "free port" district has made great progress, and all those completed have been at once utilised. The demand for warehouses in the "free port" district has been very great, so much so that the Warehouse Company has let already all the warehouses that will be completed by the time for entering into the Customs Union, and in order to meet demands has been compelled to restrict more and more the space reserved for the use of their own officials, &c. Indeed, it has already become a serious question as to whether the area devoted to the "free port" district will be large enough for the purpose when the time comes for incorporation into the Customs Union, and whether having regard to the future, Hamburg would not do well to avail itself of the right which she enjoys up to the period of the incorporation to take up the remaining portion of the Wandrahm Island for free harbour purposes. In favour of this extension, it is argued that the increased development of Hamburg in the future necessitates providing larger storage and warehouse accommodation. The ultimate result of all the vast improvements, costing not less than some £6,000,000, which have been in progress for so long, will be to remove the harbour and shipping higher up the river, a measure which cannot but benefit the city from a sanitary point of view; increased facilities for shipping operations; the increased development of Hamburg as a port and emporium, enabling it to compete with its European rivals, and transforming it into one of the finest of European harbours. The handsome and extensive quays which have been constructed, and are peculiarly adapted to facilitate discharging operations, will, it is to be hoped, revolutionise and expedite the discharging of vessels, which has hitherto been performed in an antiquated way, much to the prejudice of shipowners. The new harbour for sailing vessels and the Baakenwärder have a total quay length of not less than 3,250 yards, with ample accommodation for receiving hundreds of thousands of tons of cargo. Hamburg becomes incorporated with the German Customs Union on 1st October next.

(pp. 10-1, No. 429, Report for 1887.)

Notwithstanding the extensive and excellent arrangements made at this port about 10 years ago for accommodating the then already important amount of shipping annually visiting Hamburg both from sea and by river, numerous complaints have of late years been made on all sides of the insufficiency of the existing harbour and quay room, as well as of the present warehouse accommodation for sea-going traffic. Not only the rapidly increasing shipping trade of this port, but more especially also the recent marked development of the Hamburg mercantile navy (particularly of steam shipping), points to the urgent necessity of providing increased facilities for berthing, loading, and discharging vessels of the largest dimensions which now frequent Hamburg more and more numerously every year. (p. 21, No. 1934, Report for 1896.)

The continued development of the number and of the tonnage of sea-going ships frequenting this port, and the consequent increase of the goods traffic in and around the harbour, appears to necessitate almost from year to year an extension of the already existing docks, quays, and other loading and warehousing arrangements which, as is well known, were laid out on a vast scale only about 10 years ago, when Hamburg joined the German Customs Union, and only a small portion of its territory remained a free port. During the past year two new public warehouses each about 500 yards in length were built; two are now in course of construction, and two others are to follow, these latter to be about half the length, costing together about £300,000. The building of two new docks, one for sea-going vessels, and the other for river craft, estimated together to cost about £580,000, is about to be commenced, and is to be finished in the year 1900, whilst the construction of two further docks of the same size is projected. In the free port district the last remaining portion of ground available for building warehouses—a pressing want of which is already said to be felt by merchants here—has been acquired by the Hamburg Government for about £500,000, and buildings for this purpose are to be erected as soon as possible. (p. 34, No. 2104, Report for 1897.)

Though the condition of the channel of the Elbe between Hamburg and the sea has also been greatly improved during the same period, and large sums of money have already been spent by Hamburg and Prussia upon deepening this part of the river, the rapid growth in the dimensions and draught of sea-going ships has at times outrun the efforts of the engineers employed in providing a sufficient depth of water for the same. During the past two years, however, extensive works for regulating and correcting the course of the Lower Elbe and thereby deepening the navigable channel, have been actively carried on, and will be brought to an end in the year 1900; the costs contributed by Hamburg alone towards these works being £350,000.

The construction of a large new dock basin in this port was commenced last year by the government of Hamburg, which is to cost about £1,030,000, and which will be leased to the Hamburg-American Steamship Company, whose numerous vessels have already now some difficulty in finding sufficient accommodation at Hamburg. The authorities here are naturally desirous of doing what they can to offer facilities to the important and growing passenger and goods traffic of this company; and with this view they have likewise consented to bear a portion of the expenses incurred by the same company in erecting several large new sheds for emigrants embarking hence by its vessels.

Whilst previous to the year 1897 the largest class of ocean-going steamers visiting this port, when necessitating repairs or alterations were obliged to proceed to the Thames to be docked owing to the want of sufficiently capacious docks in the Elbe, Hamburg now possesses a floating dry dock into which vessels of a maximum tonnage of 17,500 can be received. This new dock has a length of 186 yards, a maximum breadth of 28 yards, and can be used by vessels whose draught does not exceed 29 feet. It is, moreover, so constructed and equipped that it can be easily floated to Cuxhaven, so that if Germany were at war all the various existing types of ships of war which she possesses could, in case of emergency, make use of this dry dock at Cuxhaven instead of being obliged to proceed to Kiel or to Wilhelmshaven. (p. 36, No. 2263, Report for 1898.)

The construction of the two new large dock basins, mentioned in my last annual report, one of which is to be leased to the Hamburg-American Line, and also of a third basin for river craft, has been actively proceeding during the past 12 months. One large warehouse for goods arriving from the Upper Elbe, and another for the storage of fruit imported by sea, were completed in 1899; and the latter has already proved of great use, particularly in view of the increased importations of fruit from Spain since the conclusion of the Commercial Convention between that country and Germany. Two further extensive warehouses are now in course of construction by the Hamburg authorities; but, with their completion, the whole space available for this purpose will have been used up; whilst scarcely any space now remains in this port for providing more harbour accommodation for the annually increasing number of ships. The question is being at present considered of modifying the existing arrangements which have been made for river craft, so as to gain more room for sea-going ships. It will, however, eventually become necessary to utilise the only remaining portion of Hamburg territory possibly suited for constructing more docks, viz., the low-lying banks of the Elbe situated opposite to the neighbouring port of Altona.

(pp. 45-6, No. 2431, Report for 1899.)

Appendix.

21st Day No. 9—continued.

Present Port Accommodation.

The port of Hamburg has no docks, but open harbours, subject to the rise and fall of the tide. On three sides of these harbours the quays run.

	Square yards.
All the harbours and other areas of water for sea-going vessels cover - - -	1,590,665
The harbours for river vessels and craft -	662,577
The canals and branches of the Elbe -	930,475
The open part of the Elbe, including the entrances of the harbours - - -	1,450,617
	4,634,334

At mean low tide the principal depths are 18·37 feet, 19·68 feet, 23·29 feet, and the smaller harbours 10·82 feet.

Rise of spring tide about 8 to 10 feet; neaps about 6 to 7 feet.

Difference between high and low tide about 8 feet; at normal spring tide, that is, if not driven by strong north-westerly winds, when the rise is considerably higher, the water rises about 9 feet; at high water neap tide about 6½ feet.

(p. 8, Commercial, No. 5, 1900.)

The quays are under the administration of a Board, are well furnished with sheds for receiving the goods, suitable steam cranes, and railway facilities, and lighted with electric light.

The quays and receiving sheds are models of practicability. Strongly built, roomy, and accessible in every way, they afford the best possible means for the rapid loading and discharging of vessels. These operations are usually carried on by means of cranes, which on the quays are both movable and stationary. Generally for each hatchway one crane, with the necessary workmen, is provided by the Quay Administration.

There are railway trucks on all the quays and behind all the sheds, upon which merchandise and coal can be transported to the vessels' sides. Behind each row of sheds runs a well-paved street for the transport of goods by vehicles.

The loading and discharging of river vessels is performed under the same conditions. Goods arriving and being dispatched by rail are discharged and loaded by the Quay Administration. Vessels having to load or discharge heavy goods weighing more than 2 tons can do so at special cranes, and have only to pay for the usual crane dues for hoisting and lowering such heavy goods, but no space dues.

No dues are charged for storing goods on the quays for the first two working days, counting from the day after discharging the vessel, except in some special cases.

The Quay Administration is not obliged to keep goods stored on the quays more than forty-eight hours, and twenty-four hours after notice has been given for their removal they are at liberty to store them elsewhere, charging the costs thus incurred to the receivers or dispatchers of the goods.

The hours of labour for the workmen on the quays are fixed by the Administration, and working during the evening or night is only permitted to a limited extent.

Working on Sundays and holidays is only permitted in most urgent cases, and extra charges are made for overtime and for work on Sundays and holidays.

(p. 60, Commercial No. 5, 1900.)

BREMEN—BREMERHAVEN.

Port Administration.

Incorporation of Bremen with the German Customs Union. *See* extract, under "Port Improvements," from p. 1746, Report for 1884.

The harbours are the property of the city of Bremen.

. . . . . .

All the docks are owned in Bremerhaven by the city of Bremen, in Geestemünde by Prussia.

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The Kaiser dry dock is rented by the Bremen state to the North German Lloyd Steamship Company, who place it at the disposal of any ship whatever requiring dry-docking at a fixed tariff.

. . . . . .

Bremerhaven.—The warehouses are partly owned by private people, partly by the Government.

(pp. 3, 6, 58 and 75, Commercial No. 5, 1900.)

Port Improvements.

The expenses of the railway from Bremen to Bremerhaven amount to nearly five millions, and those of the new docks at this place and Geestemünde amount to more than eight millions of dollars. These two ports are situated near the banks of the River Weser and the mouth of the Geeste, have a depth of about 22ft. of water, and ships of such a draft of water can with safety reach our docks, even in the midst of winter, while other ports and rivers of the North Sea are closed by ice.

The docks at Bremerhaven and Geestemünde are chiefly unloading places for Bremen, and until now the government of Bremen has made it its policy to keep down the trade at these ports; but since the docks at Geestemünde are opened and the railway completed, the Bremen Government has been compelled to alter the custom laws.

Besides the docks there are four extensive dry docks. (p. 150, Report for 1862.)

Having lately visited Bremen and the ports lower down the Weser, I have been enabled to frame the subjoined report upon its trade in 1863, partly from my own observations and from information collected on the spot, and partly from the official statistical tables and other authentic documents.

. . . . . .

The city of Bremen is 15 German (about 70 English) miles distant from, and about 30 feet above, the North Sea. The River Weser shortly before it reaches Bremen separates into two different arms, the broader of which is called the Large Weser and the other the Little Weser; the Large Weser runs through the town of Bremen, dividing it into two parts, which are connected by a stone bridge. Below the town the two arms of the river reunite, and form the Lower Weser, which at this point is only deep enough for vessels drawing from 7 to 8ft. of water. Sea-going ships are, therefore, in general unable to come up to the city of Bremen, and have to unload their cargoes at some port lower down the river. Before the year 1827 most vessels discharged their cargoes at Brake (in Oldenburg), at that time the only port of consequence on the Lower Wesser; but in that year Bremen purchased from Hanover (for the sum of 77,200 dollars gold) a piece of ground on the right bank of the mouth of the Weser, and founded the port of Bremerhaven, which has since become a flourishing town of about 8,000 inhabitants. It might have been supposed that the city of Bremen would, on acquiring the advantage of a port of its own, have done everything in its power to promote trade and navigation at Bremerhaven; but, strange to say, the mother city on seeing the small port rising rapidly into importance, and that several branches of trade were leaving Bremen and establishing themselves at Bremerhaven, tried during some years to arrest the progress of the latter port. About ten years ago, however, the Bremeners abandoned this mistaken policy, and began to encourage the commerce of their new port. A railway from Bremen to Bremerhaven has been constructed within the last three years, and the harbour and railway accommodations at Bremerhaven will, when completed, be some of the finest and most convenient anywhere existing. The two principal docks, which are able to give shelter to 400 large vessels, are to be enlarged and embanked by massive stone quays, which are to be built of sufficient height to move the goods off the quays directly into the railway carriages, which will convey them from thence to the main line. Along one side of each of these docks three collossal fire-proof warehouses are to be erected; into which, by the help of hydraulic cranes, the goods are to be taken directly out of the ship's holds. Lines of railway are to run along the one side of these warehouses, and furnish the means for conveying the goods directly from the warehouses to their several destinations without the trouble of first moving them about on waggons, etc.; on the top floor of each warehouse a large reservoir is to be constructed for supplying water in case of fire. The hydraulic cranes and the reservoirs mentioned will be supplied with water by means of a large steam engine standing between the two docks. All the lines of railway in the harbour are to be connected with each other, and all are to communicate with the main line running

to Bremen. The wet docks which have been constructed are spacious and deep enough for the largest ships; the average depth, however, of the Weser at the low-water mark at Bremerhaven is not more than 22 feet. . . .

Steamers and small vessels carry on the traffic by water between Bremerhaven and Bremen; the harbour at Bremen is, in fact, nothing more than the river itself, which is embanked on both sides by stone quays, upon which the vessels arriving discharge their cargoes. Along the quay on the right bank of the Weser a line of railway has been constructed on which the goods are taken direct on to the Bremen-Hanover line. Public and private warehouses are built on the water-side, and every other accommodation is afforded to the shipping.

Besides the wet docks mentioned, there are four extensive dry docks at Bremerhaven. . . .

Just above Bremerhaven, and only separated from it by the small river Geeste, lies the Hanoverian port of Geestemünde, for which a great deal has been done by the Government of Hanover. Extensive docks and warehouses, with all the requirements for shipping, have been built there, and all means have been used to induce ships to frequent the port. The great objection to it is, that the entrance to the harbour is constantly blocked up by mud and sand from the river Geeste, which here runs into the Weser, and that engines are, therefore, obliged to be kept continually at work in order to remove these impediments to the navigation. Ships were, however, still induced to make use of Geestemünde harbour on account of the low harbour dues; and the Government of Bremen, therefore, in order to afford equal advantages to shipping at Bremerhaven, published, on November 17th, 1863, a revised tariff of harbour duties, tonnage duties, sluice duties, pilotage charges, warehousing and careening charges, etc., for ships frequenting Bremerhaven, which are, upon the whole, very moderate. . . . . The state of the Lower Weser, viz., between Bremen and Bremerhaven, has for many years been much neglected, and it is only recently that the Weser-bordering States, viz., Hanover, Oldenburg, and Bremen, came to an understanding as to the improvement of those parts of the river between Vegesack and Käseburg which most require improvement. The States mentioned have agreed to have the bed of the Weser, between the two places mentioned, deepened (in a width of 100 feet) as much as four feet below the lowest ebb tide; the costs are to be paid by the three Governments mentioned in equal shares. The execution of this work is to be carried out by Bremen, and the payment of their respective shares by Hanover and Oldenburg to Bremen is to take place in proportion to the progress made in the work. According to a rough estimate the costs of this work will be about 10,000 dollars (gold).

Besides this undertaking, about 5,000 dollars (gold) are spent annually by Bremen in dredging the bed of the Weser near the city, which is very sandy, and in summer contains very little water. Red buoys mark the navigable water between Bremen and Bremerhaven, which is kept clear by means of small piers built in the river for preventing the accumulation of sand. There are two lighthouses in the Weser, both built and maintained at the cost of Bremen, one at the entrance of the Bremerhaven harbour, and one at the entrance to the mouth of the Weser on the Oldenburg side. The lighthouse at the entrance to the Weser is above 100 feet high, and can be seen at a distance of fifteen or sixteen English miles.

. . . . . .

The new dock at Bremerhaven has been enlarged during this year; a large crane has been erected principally for the use of large steam vessels. The works at the docks at Bremerhaven and Geestemünde are now completed. Vessels of large tonnage, and up to a draft of 22 feet, may enter with safety, even in the midst of winter, as stated in last report, and if required, with the assistance of powerful tow-boats, which are always ready for service at moderate charges.

In consequence of the new dock regulations and tariff for the dock dues at Geestemünde, the Government of Bremen has been compelled to reduce the dock dues at Bremerhaven, which are now considered to be very low. I have already sent copy and translation of the same.

Besides the four in use, a new extensive dry dock has been opened this year.

. . . . . .

The extensive harbour works now in operation at Bremerhaven have already been noticed. These works will, when finished, cost the Republic of Bremen at least one million dollars (gold) or about £160,000 sterling.

(pp. 77, 81-3, 87 and 93, Report for 1863.)

Three large docks at Bremerhaven and Geestemünde are now completed; vessels of large tonnage, and up to the draft of 22 feet, may enter with safety even in the midst of winter, and powerful tow-boats are always ready for service at a moderate charge. The dock dues are very low, as stated in last report.

(p. 150, Report for 1864.)

One dock is going to be enlarged, and a new dry dock for the use of steamships of the North German Lloyd will be built next summer.

(p. 311, Report for 1869.)

The building of a new large dry dock, for the use of the steamships of the North German Lloyd, will be finished next summer.

(pp. 521-2, Report for 1870.)

The rapid growth of the commercial prosperity of Bremen is chiefly due to the circumstance of its having in the year 1827, acquired an outport of its own (Bremerhaven) at the mouth of the river Weser. The greater portion of the shipping business is now managed at Bremerhaven, and at Geestemünde, Brake, and Vegesack; all other business, however, relating to commerce of this port is transacted in the town of Bremen, where the merchants and brokers reside, where there is the exchange and where all other private and public trading companies have their seat and their offices. There are various trading companies and many private firms with large capitals established at Bremen.

. . . . . .

The depth of water at Bremen itself is not more than about 7 feet, large vessels are therefore unable to ascend the river so far as the town, but are obliged to discharge their cargoes at one of the ports lower down the river. . . . By far the greater number of all ships entering the Weser (about 70 per cent.) discharge their cargoes at Bremerhaven where there is an excellent harbour and every accommodation for shipping, viz., three large wet docks (an additional one is to be built), dry docks, hydraulic cranes, and lines of railway running along the quays which are connected with the main line running to Bremen.

(pp. 388 and 394, Report for 1871.)

The construction of a third dock, similar in dimensions to the two already in use, is being actively worked at. (p. 452, Report for 1873.)

The extensive (third) dock now building at Bremerhaven will, it is expected, be finished in the course of the present year. (p. 635, Report for 1874.)

The extensive third dock at Bremerhaven will be completed, it is hoped, in the course of the current year. One portion of the same has already been opened for the use of shipping.

(p. 299, Report for 1875.)

In accordance with a long-felt want, the establishment of a warehousing company has recently been resolved upon by a committee of Bremen merchants. The capital has at present been fixed at about £40,000, but may be increased at a later period with the consent of the board of directors.

. . . . . .

A third large dock, intended more especially for the discharging of vessels laden with petroleum, was opened at Bremerhaven last year.

(pp. 619 and 626, Report for 1876.)

The deepening of the Lower Weser is a question of more immediate interest to Bremen. To carry out this project the greatest efforts were made last year, so that the technical preparations are already concluded. For the present it is projected to deepen the river so much that ships with the following draughts of water will be able to reach the following places, viz:—

Brake at	8·3 metres	high water, and	5·0 metres low water
Elsfleth	7·3	„	„ 4·3
Vegesack	5·5	„	„ 3·6
Bremen	5·0	„	„ 4·0

Appendix.

21st Day, No. 9—continued.

By careful inquiry it has been now fully proved that more than one-half of all the imports arriving on the Weser could then be shipped direct to Bremen, and according to computation they amount to 15,200,000 centners of 50 kilos. Of this amount about 1,250,000 centners must be deducted, as the river is yearly closed by ice for about 50 days. The quantity of goods imported would of course increase with the augmentation of trade, and as the commerce of Bremen is now three-and-a-half times as much as it was twenty years ago, it is obvious that the deepening of the Weser is a question of the first moment for Bremen. The sum required for carrying out the intended plan would be 50,000,000 marks. (p. 22, Report for 1880.)

The deepening of the channel of the Lower Weser between Bremen-Bremerhaven has favourably progressed this year, and a number of vessels have come up to Bremen. The Hansa Steamship Company are now building two steamers of 650 tons each for the Baltic trade, which will be able to come up to Bremen, and the North German Lloyd Steamship Company are building two more steamers of 850 tons each, with a draught of 10¾ feet, to run between Bremen and England. The preparatory works for the deepening of the Weser (Lower), which have occupied several years, are now concluded, and the project for the further development of this matter has been brought to the notice of the Chancellor of the Empire, and his decision is looked forward to with great anxiety. . . . . .

The wharves near the town of Bremen have been supplied with the necessary improvements, which will greatly facilitate the traffic on the river.
(p. 332, Report for 1881.)

The technical report concerning this project, which was set down in accordance with a resolution of the Federal Council (1874), was laid before the latter a short time since, and it is now the question what position the States interested in it will take towards carrying out the project. Since there is no chance of obtaining the necessary funds, the Chamber of Commerce have had under their consideration in what manner the funds required for the work, if obtained by a loan, may be refunded by fees imposed on the commerce concerned in the intended measure. It has been calculated that the fee of one mark per ton levied on all merchandise brought to the town in vessels from sea, or going there (vessels already suited to the trade being accepted), will furnish in the course of 53 years an amount sufficient to repay the capital now required for carrying out the undertaking and completing the whole work.

The Chamber of Commerce have reported to the Senate on the matter, and have also obtained the opinion of the merchants' committee on the subject, whose opinion is that the fee of one mark may be imposed without causing any detriment to the commerce affected by it. To begin with the connection of the Lower Weser, the Senate and Common Council of Bremen have resolved to execute the cutting through of the so-called "Lange Buoht" at their own expense, which will cost Bremen about 2,000,000 marks.

For completing and improving the embankments for protecting the city of Bremen against inundations, 339,456 marks were spent altogether during the year 1882. (p. 2175, Report for 1882.)

Deepening of the Weser.—The importance of this question has been greatly increased by the large undertakings which have been determined on in connection with the future free port district of Bremen, in order to facilitate the traffic of sea-going vessels unloading in the city. It has become more and more evident that the deepening of the whole channel of the River Weser from Bremen to the mouth, a project of vital importance to this city, will have to be carried out by the Bremen State alone, at a cost of about 30,000,000 marks. It is confidently hoped that the Imperial Government will have no objection to the imposition of certain dues upon all ships coming up to the town when the connection of the bed of the Weser is completed in order to cover, at least, a great part of the expenses just mentioned. The connection of the part of the river running within the Bremen territory made rapid progress during 1884, and will probably be completed before the close of the present year. The number of sea-going vessels which arrived at the City of Bremen in 1884 was 1,065, of 100,219 tons, of which 25 of 2,598 tons were British. . . . . .

Incorporation of Bremen with the German Customs Union.—Before leaving this report, I subjoin a few remarks upon this most important question, one which affects the entire future development of Bremen, and which was definitely settled last year. The negotiations in regard to the incorporation of Bremen with the German Customs Union, mentioned in previous reports from this Consulate, have resulted in an agreement, according to which the German Empire has engaged to contribute a sum not exceeding 12,000,000 marks towards the expenses of the incorporation; the remainder, estimated at about 22,000,000 marks, will have to be furnished by the Bremen State. The date fixed for the entry of Bremen into the Customs Union is identical with that of Hamburgh, viz., after the 1st October, 1888. All warehouses, wharves, and other arrangements for traffic will be, in future, within the Customs limit; a limited district situated just below the city, on the Weser, is therefore to remain free from any excise control as regards purposes of shipping, of loading and unloading, of warehousing, etc. This area, which is at present meadow land, is to comprise a harbour 1,800 metres in length and 120 in breadth, and nearly seven metres deep, surrounded by warehouses and quay streets. These warehouses will contain an aggregate space of 227,000 square metres for goods and stores, and will be connected with the central railway station by lines for goods trains. Elevators, cranes, and other mechanical appliances, in addition to electric lighting, will make the arrangements complete. The existing harbours and docks at Bremerhaven, with some additional warehouses and elevators, are to form the free district there; this will also be separated from the rest of the town of Bremerhaven by a Custom frontier. The traffic of sea-going vessels to and from Bremen is to be in charge of river pilots, who will be sworn in as Custom-house officials. The carrying out of the extensive excavations which are rendered necessary, the erection of buildings, and the completion of other works in connection, have been estimated to cost 34,000,000 marks, equal to £1,662,591.
(pp. 1744-5 and 1746, Report for 1884.)

Deepening of the Weser.—In addition to the observations in the last three reports on this important undertaking, on the success of which a good deal of the future development of Bremen may be said to depend, there is not much to be remarked as to the progress of last year. All the necessary agreements having been made with the adjoining States concerned in the matter, the work during 1887 chiefly consisted in exact and numerous measurements, and in procuring the requisite steam tugs, crafts, and various materials. A good beginning has been made, and it now remains to be seen how long an improvement of the navigable track of the Weser for shipping will be perceptible. (p. 29, No. 429, Report for 1887.)

Deepening of the Weser.—The result of last year's work was fully in accordance with the expectations of the engineers, inasmuch as a navigable track of 4 metres depth was accomplished (from 2¾ metres in 1887), the river itself greatly aiding the work by carrying part of the loosened sand away with it. Owing to this success there was an increase of sea-going ships arriving at the city of Bremen, viz., 1,020 vessels of 138,000 tons, as against 910 ships of 113,247 tons in the year before. The aggregate tonnage in question was only about 60,000 tons before the deepening was commenced. Of the 1,020 ships just mentioned, 24 of 4,463 tons were British.
(p. 30, No. 829, Report for 1889.)

Much has been done of late to improve the navigation of the Weser, and the beneficial results of the work performed in 1892 is proved by the fact that 227 sea-going ships drawing from 15½ feet to 17⅝ feet of water, ascended the river to the Bremen docks. Two steamships of the North German Lloyd also navigated the river up to Bremen; one, a vessel of 311 feet in length and 2,571 tons register, steamed up in ballast specially with a view to test whether a vessel of her length could navigate the many turns in the river, and the experiment was successful. The other, a steamship of 2,334 tons, came up with the greater part of her cargo, and drawing 17 feet 5 inches entered the Bremen Docks.

The principal dock of Bremerhaven is being enlarged, this work being rendered necessary by the increasing size of the steamships of the North German Lloyd. When completed, vessels drawing 32 feet of water will be able to enter the dock. It is expected that as warships will be able to avail themselves of this dock, the Empire will contribute to the cost of construction.
(p. 22, No. 1,432, Report for 1892.)

The results of the improvement of the lower Weser continue to be highly satisfactory, as appears from the following figures:—

	Tonnage of sea-going vessels arrived at the city dock.
1890 - - -	173,404
1891 - - - - -	317,006
1892 - - - - -	433,164
1893 - - - - -	521,607

The enlargement of the principal dock at Bremerhaven, referred to in last year's report, has been rapidly progressing, and is likely to be completed in three years, so as to enable ships of 32 feet draught to enter. The lock-chamber, 200 metres long, was originally intended to be 25 metres wide, but in consideration of the increasing size of the ocean liners, its width will be 28 metres.

(pp. 46 and 47, No. 1478, Report for 1893.)

The improvement of the lower Weser has now, after 7 years' work, been virtually completed, the result aimed at in the original plans having been reached. All vessels drawing 17½ feet of water are now able to proceed up to the city with the tide at any season of the year. The success of this work appears already from the returns of British shipping, as given in section 1 of this report, but the total tonnage entering the city docks in 1894 showed an increase of about 120,000 tons as against the preceding year. The total annual tonnage of sea-going vessels before the deepening commenced was 94,000 tons, whereas that of last year amounted to 641,000 tons. Adding to this a river traffic of 914,000 tons, we arrive at a total of 1,555,000 register tons, representing the shipping trade at the city of Bremen, the corresponding figure before the deepening being only about 554.000 tons. Of 1,709 sea-going vessels which proceeded up the Weser last year, there were 454 ships drawing more than 14½ feet of water.

Bremerhaven Docks.—The enlargement of the principal dock, details of which were furnished in my last report, has been rapidly progressing. It is, therefore, confidently expected that this work, enabling ships of 32 feet draught to enter, will be completed by the autumn of 1896.

(p. 25, No. 1,623, Report for 1894.)

Though the tax on goods arriving at the city docks, which was introduced on April 1, 1895, does not nearly balance the interest on the costs of the improvement of the river, still there was a small increase in the tonnage, amounting to 652,000 tons, as against 640.000 tons in 1894. The total number of arrivals comprised 779 steamers, with an aggregate tonnage of 489.000 tons. The alteration of measurement mentioned in Section 1 of this report in this case likewise tended to diminish the figures.

Bremerhaven Docks.—Details of this work have been furnished in former reports. Last year's progress was slightly retarded by an alteration of the original plans, caused by an enlargement of the lock. Its dimensions will now be 25 metres width and 215 metres length.

(p. 13, No. 1,759, Report for 1895.)

The result of the work of deepening the Weser, the completion of which was referred to in last year's report, has hitherto been decidedly favourable. Mainly owing to the correction of the river the traffic between Bremen and European countries has within the last ten years been more than doubled, as to the quantity of exports and imports. The aggregate tonnage of sea-going vessels arriving at the city docks in 1897 amounted to 723,206 tons, as against 648,448 tons in the year before.

The enlargement of the docks at Bremerhaven was completed in the course of 1897, and the old harbour and part of the new one was incorporated within the Customs' limit in July. The total cost of the new dock (depth of water, 34ft.) has amounted to 18.000.000 marks. For details of its construction I may refer to former reports. The dry dock in the north-west corner of the new harbour will be completed in 1899, and affords room for vessels of 200 metres length and 25 metres beam. Alongside the new dock two more sheds for storing cotton have been erected.

The rapid increase of shipping in the city of Bremen itself has led the authorities to consider the necessity of extending the city docks. An enlargement of the present harbour not being possible, an additional one of 2,200 metres length will be constructed below the present basin, with a number of sheds and warehouses alongside the quays. At the entrance a special basin will enable ships to turn in smooth water, instead of having to do so in the river outside the dock, as hitherto. At the same time the present timber dock will be prolonged; 2,000,000 marks have been granted for the purpose of expropriating the necessary plots of ground. (p. 46, No. 2,104, Report for 1897.)

An enlargement of the city docks is becoming a more urgent necessity, as the traffic is so rapidly increasing from year to year. Plans have been worked out, but no definite decision has come to pass.

Docks at Bremerhaven.—The quays along the new docks, completed and reported on in 1897, are being fitted with electric light instead of gas, especially on account of the discharging of cotton steamers.

(p. 47, No. 2,263, Report for 1898.)

At Bremerhaven the new dry dock built by Bremen in connection with the enlarged harbour was finished and delivered in September last to the North German Lloyd under the name of "Kaiser-dock." this company having rented it. The largest fast steamers hitherto obliged to put into English docks, are able to enter it: thus this work adds considerably to the progress of navigation in the Weser ports. The Imperial navy, which upon the strength of an agreement dated March 14, 1892, had reserved the right of using the dock, has lately renounced this right on account of two new dry docks being intended for the naval port of Wilhelmshaven. The new "Kaiser-dock" is furnished with two electric cranes of 50,000 kilos. lifting power each and one electric crane of 150.000 kilos. power. Besides there have been constructed for lifting heavy goods a hydraulic crane of 30,000 kilos. power on the west side of the harbour at Bremerhaven, and another on the east side of 20,000 kilos. power, worked by a gas-motor.

Within the free port district of Bremen city the enlargement of the harbour, mentioned in my last two reports, has been commenced. At present a dock parallel to the existing one is being excavated. The small dock for coasting vessels on the left bank of the Weser and the canal leading to it are also being deepened.

The deepening of the mouth of the Weser consisted of the continuation of the constructions for closing the side channel between the east and west "Eversand." A complete closure has not yet been effected, owing to the violent beating of the current and the waves against the dams; however, it has been proved by sounding that some result has been attained. The depth in the lower "Dwarsgatt," though improved, needs a further correction, which will be completed when the side channel at the west "Eversand" is properly dammed in according to the project. The two sea-dredgers, working between Beacon II. and Wremen almost all the year round, have so much improved the depth that vessels of considerable draught can pass some time before and after high water.

The deepening of the Lower Weser, intended to be done in 1899 to arrive at a formation of the bed of the river, as planned in the project, have been completed. Also the shifting of the navigable channel at Dedesdorf from the right to the left bank has been begun, partly by dams on the right shore and partly by dredging on the left and on the sandbank. In course of time this project will be carried out and the original plan then completed.

(pp. 60-1, No. 2431, Report for 1899.)

Present Port Accommodation.

Ships coming from sea will first pass Bremerhaven and Geestemünde with, together, five wet docks; then Nordenham, with a large pier alongside the river, with plenty of water, and a tidal basin for a steam-trawling company; then Brake, with a similar pier and wet dock; then Vegesack, about ten miles down the river from Bremen, with a small tidal basin; and then comes Bremen, with three large tidal basins and two large tidal basins with a joint entrance now in construction.

Appendix.

21st Day, No. 9—continued.

	Dock.				Lock.			
							Depth on sill.	
	Area.	Length.	Width.	Length of quayage.	Length.	Width of entrance.	Highest spring tides (high water).	Lowest neap tides (high water).
	Acres.	Ft.	Ft.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
Bremerhaven—								
Alter Hafen	17¾	2,394	375	4,788	279 0	36 0	20 0	15 0
Neuer „	20½	2,782	374	5,643	108 0	68 0	25 6	20 6
Kaiser „ (*a*)	16¾	1,968	375	4,952	180 6	56 0	26 0	21 0
„ „ (*b*)	34½	–	–	–	656 0	148 0	31 0	25 0
Geestemünde :—								
Geestemünder Hafen	–	1,734	400	3,600	220 0	76 6	32 0	24 0
		–	–	–	–	–	26 0 (ord. tides.)	–
Geestemünder Canal	–	2,600	145	6,000	–	–	26 0	20 0
	–	–	–	–	–	–	22 0 (ord. tides.)	–
Fischerei Hafen	17¼	–	–	4,592	–	[361 0 entrance to harbour].	—	[14 0 entrance to harbour ord. low water.]
At Nordenham, without Customs limits :— An extensive pier of 983 yards, alongside the river, with 26 feet of water at low ebb.	–	–	–	–	–	–	—	–
At Brake, within Customs limits :— An extensive pier of 450 yards, alongside the river, with 23 feet of water at low ebb.	–	–	–	–	–	–	—	
The wet dock, within Customs limits.	–	–	–	–	–	44 0	—	
At Vegesack, within Customs limits :— A tidal basin, fit only for schooners and other small sea-going vessels.	–	–				–	—	–
At Bremen :— The Freihafen, bonded, a tidal basin.	53¼	6,560	394	Depth of water below low-water mark is 26 feet				
Ten sheds of 656 feet in length each, big warehouses behind these sheds, four lines of rails on each side of the basin.	–	–	–		–		–	
The quays are studded with hydraulic cranes on wheels. One crane of 4 tons, one of 10 tons, and a floating crane of 40 tons lifting power. A coal-tipping crane to ship coal by the wagon of 10 tons.	–		–		–		—	
This Freihafen is under the management of a dock company. It is bonded.		–		–	–	–	—	–
The Lumber Harbour, a tidal basin.	29	4,920	262	Depth of water below low-water mark is 22 feet				
Rails on both sides. It is within the Customs limits.		–		–	–		—	
The safety harbour ("Sicherheitshafen") a tidal basin, within the Customs limits.	18			Depth of water below datum line is 12 feet				
The basin is only for schooners and small steamers.		–			–	–		

(pp. 3–5 Commercial No. 5, 1900 ; tabular part arranged and figures converted where necessary into English measure.)

Bremen.—Hydraulic cranes in the Free Harbour ("Freihafen"). Dry docks everywhere. Rails and sheds at all harbours.

Bremerhaven and Geestemünde.—As to facilities for shipping, the arrangements at Bremerhaven and Geestemünde for loading cargoes are very extensive.

Bremen—Bremerhaven—Port Accommodation.

There are six large docks (three in Bremerhaven and three in Geestemünde), the quays of which are supplied with cranes which are worked by hydraulic and steam power. The railway trucks run right alongside of the ships to be loaded.

Bremerhaven and Geestemünde are open to all vessels of any draught even in winter, and navigation is never stopped by ice.

The Bremerhaven Harbour consists of the "Alter Hafen," "Neuer Hafen," and "Kaiser Hafen." The Kaiser Hafen includes the new Kaiser dry dock, with outer basin, repairing basin, and space left for a second dry dock, and was officially opened on the 21st September, 1899. This dry dock is one of the largest in existence, and its dimensions are as follows:—

Available length - - - -	722 feet.
Width of entrance - - - -	90 ,,
Available depth - - - -	32 ,,

Sluice weir, 23 feet under Bremerhaven zero, or 34·6 feet under the ordinary high water of the Weser.

. . . . . .

A giant crane, the largest in the world, so it is stated, and worked by electricity, is placed at the south-east end of the repairing basin, and is specially intended to lift the very heavy boilers into and out of express steamers. There are two other smaller electrical cranes, one on either side of the dry dock pontoon.

The Geestemünder Hafen consists of the large dock proper with its entrance lock, the main canal, the cross canal, and the timber dock.

. . . . . .

The Fischerei Hafen (or fishing harbour or dock) was opened in November, 1897, and is the largest and most important in Germany. British fishing vessels occasionally put in there.

Vessels of 24 feet draught go up to Nordenham, vessels of 22 feet draught go up to Brake, and vessels of 18 feet 6 inches draught go up to Bremen, wind and weather permitting.

. . . . . .

For discharging and delivery of goods by day and night there are on both sides of the docks extensive iron sheds and warehouses, which are provided with electric and gas light.

For working on Sundays and holidays in the Bremerhaven docks there is a charge of 6d. per ton per hour, which is levied by the Police Administration. This charge was originally a church fee, and went towards extinguishing the debts of the church.

(pp. 5-9 Commercial, No. 5, 1900, figures converted where necessary into English measure.)

Amsterdam.

Port Administration.

The North Sea and North Holland canals are State properties, and free of all tolls.

The docks and harbour of Amsterdam have been constructed mostly by the municipality; the State is owner of the railway dock and of the Admiralty dock and yard.

The municipal docks and harbour are under the direct control of the burgomaster and alderman of Amsterdam, and especially of the alderman for public works, whose officials are the director of public works, the city engineer, and the city architect. The petroleum harbour, which was formerly worked by a private company, has now been taken into the hands of the municipality itself.

The harbour police is appointed by the burgomaster and aldermen. The executive consists of one harbour- and dock-master, assisted by two assistant harbour-masters, and inspector and 16 watchmen.

. . . . . .

Some of the principal veems have constructed bonded warehouses on this quay (commercial quay) and the municipality has constructed goods sheds thereon.

. . . . . .

Permanent quay berths are hired by the principal steam lines from the municipality, by whom the hydraulic and steam crane power is supplied at a fixed tariff. . . . .

On the commercial quay large warehouses have been erected by the so-called "veems" (associations for the transport and warehousing of goods), into which the good are discharged direct ex ship.

These "veems" fill to a certain extent the position of the dock companies in England. They deal with a large proportion of colonial goods, for which they issue warrants when required. The municipality has also erected goods sheds on the above quay, and timber sheds in the timber docks for timber in transit.

. . . . . .

The so-called Entrepôt Dock . . . is used for bonded goods. It was formerly the property of the State, but has lately been acquired by the municipality, and will probably shortly be entirely reconstructed, as the arrangements are of an obsolete description.

(pp. 1, 2, 57 and 71, Commercial No. 5, 1900.)

Port Improvements.

The Bill respecting the Amsterdam canal (being a project for a better and more direct communication to the sea), having passed the Lower House on the 13th of December, there appears to be but little fear of its rejection by the Upper; and should this long-talked-of undertaking succeed, it will undoubtedly greatly improve the mercantile position of this port, and possibly render it second to none in Europe.

(p. 268, Report for 1862.)

The carrying out of the project of establishing a more direct communication between Amsterdam and the sea is still an important question for the city. Unfortunately, much progress has not as yet been made. Let it be hoped that the year 1864 will prove more auspicious. (p. 192, Report for 1863.)

Many preparative steps were taken for the important project of cutting a canal through the narrowest part of North Holland, for the purpose of having a shorter and more direct communication between Amsterdam and the North Sea, but the work was not begun. The great difficulty from first to last has been to convince capitalists of the feasibility of the undertaking. Happily, in the latter end of November, after much exertion, the required sum was subscribed.

(p. 559, Report for 1864.)

The Amsterdam canal works are now proceeding with great rapidity. They consist in the formation of a ship canal, 213 feet wide at the water line and 18 feet deep, to open a communication between Amsterdam and the North Sea, and avoid the circuitous and expensive route through the North Holland canal, which has for many years formed the only approach to the city navigable by large vessels.

The canal runs through the shallow lakes called the Y and Wyker Meer, and cuts through the high and sandy neck of land, 6,000 metres* across, which now separates them from the North Sea, where a harbour will be formed by projecting piers built on concrete blocks, which will contain an area of over 200 acres.

To preserve the water in the canal at a fixed level beyond the influence of the tides, locks will be constructed at the North Sea entrance, and at the eastern end a dam across the Pampus, also furnished with locks, is now being made to cut off the Zuider Zee.

* A metre is equivalent to 39 inches.

Appendix.

21st Day, No. 9— continued.

The lakes Y and Wyker Meer, with the exception of the channel to be dredged through them, will be reclaimed, and will furnish 12,000 acres of the richest alluvial land.

The whole undertaking is estimated to cost 28,000,000 florins, and the contract for the whole, which has been taken by an English firm, Messrs. Henry Lee and Son, is now being energetically pushed forward, the chief engineer being the well-known Mr. Hawkshaw.

The Pampus dam is about 1,300 metres long, and the circular coffer dam for locks 160 metres in diameter, in itself a work of great engineering interest and novelty, is just completed.

The works of the main canal, which are progressing chiefly at its western portion, are advancing rapidly; and it is expected that a great part of the lake Wyker Meer will be reclaimed by the end of the ensuing year.

The neck of land between the lake and the sea, through which one of the largest cuttings in the world, 5,000,000 cubic yards, is being made, is about half completed.

The piers of the harbour are to consist of concrete blocks, and large block-making works have been established at Velsen which are turning out about 50 blocks a day, averaging between three and four cubic yards each.

Of the northern pier a length of about 350 feet has already been constructed, and a wooden pier has likewise been run out some distance into the sea, and a staging erected at the end to enable the building of the pier to proceed from three independent points. The southern pier will be commenced in the summer.

(pp. 494-5, Report for 1866.)

The Amsterdam canal works progressed satisfactorily until the latter part of the year, when pecuniary difficulties, by no means uncommon in great undertakings, arose, and though these have not as yet been surmounted, still there is every probability that matters will ere long be made smooth and the works resume their former activity. (p. 498, Report for 1867.)

The future commercial prosperity of Amsterdam will undoubtedly depend very much on the canal which is at present being constructed for the purpose of connecting that city directly with the North Sea. . . .

The whole of the works were let in 1865 to the English contractors, Messrs. H. Lee and Son, for the sum of 27,000,000 guilders, 7,000,000 of which were to be paid in cash, 10,000,000 in shares, and 10,000,000 in bonds on the land to be reclaimed; and on this footing the works were pushed forward for some time with great rapidity. In the state of the money market during the years 1867 and 1868, however, the shares proved to be, to a great extent, unnegotiable securities; and although the works continued to be carried on, it became evident that the undertaking would be involved in serious difficulties if its financial position were not rendered more secure. Under these circumstances the whole question was laid before the Dutch Government, who, in consideration of the importance of the works to the country, decided on bringing before the Chambers, in July last, a bill for absolutely guaranteeing to the whole of the remaining shares of the canal company interest at 4 per cent., together with an annual redemption at par, to be completed in 1917; and this measure, which was carried by both Chambers with a large majority, places the shares on a par with Dutch Government Stock, and will, it is trusted, ensure the completion of an undertaking which will not only convert Amsterdam from a comparative inland to a sea port, and will likewise furnish a harbour of refuge in the North Sea which must prove of the greatest use to English as well as to Dutch and other foreign shipping.

The whole of the works are to be completed by August, 1876. (pp. 298-9, Report for 1868.)

On the 1st of November the Amsterdam North Sea Canal was opened by the King of the Netherlands, with all the ceremony befitting this most important event. This great undertaking, commenced in 1865, is now rapidly approaching completion, and was at the said date provisionally opened for vessels with a maximum draught of water of 16ft. 5in. at half tide, but eventually admit vessels with a draught of 23ft. The outer harbour is enclosed by two breakwaters or piers, each 1,690 yards long and 1,312 yards apart at the shore end, gently curving towards each other, their heads leaving an opening of 284 yards. The inner harbour is, in fact, that portion of the canal which is outside the locks at Ymuiden. The centre lock is 393½ft. long and 59ft. in width. The depth of the canal is 23ft. below the normal water level, its width at the bottom 88ft. 7in., and 197ft. at the surface. The distance from the sea to Amsterdam is about 12 miles.

So much incredulity was manifested by the public, as well as by the local authorities, as to the success of the enterprise that very little had been done in making preparations to receive the increase of shipping which may gradually be expected. Since the opening, however, the construction of quays and large piers has been taken in hand, and these are rapidly progressing.

(p. 1453, Report for 1876.)

The gradual increase in the depth of the new North Sea canal in the course of the year, admitting a number of vessels that would previously have been obliged to lighten or even discharge the whole of their cargoes at Nieuwe Diep, has, notwithstanding the dulness in trade, largely extended the steam traffic between Amsterdam and several ports in the United Kingdom, so that the harbour and the docks frequently present a scene of life and activity hitherto unknown at this port. (p. 1670, Report for 1877.)

Since the opening of the new North Sea canal the steam traffic to and from this port has greatly increased, besides which vessels of much larger capacity than formerly are now enabled to come up to Amsterdam with unbroken cargoes, and the arrival of ships of small dimensions are proportionately diminishing, which is plainly perceptible on comparing the movement of shipping in 1879 with that in 1877, when the number of vessels visiting this port was greater, but their aggregate tonnage much less, than in the past year.

. . . . . .

Failing a dry dock of sufficient capacity to examine and repair the bottoms of vessels of large dimensions, the Amsterdam line of mail steamers to Java had hitherto run from Nieuwe Diep. When the Amsterdam Dry Dock Company, however, in April, 1879, opened a capacious dock for their accommodation, the only remaining obstacle to the said first-class steamers running direct from Amsterdam was removed, and a regular fortnightly service between this port and Java, *viâ* Southampton and Naples, at once established.

(pp. 252 and 253, Report for 1879.)

The North Sea canal continues to be an admirably successful work. Some alarm was felt at a sudden sanding up of the entrance to the harbour at Ymuiden after the terrific westerly gales in the autumn of 1883, but the accumulations with the help of a little judicious dredging disappeared as quickly as they had arisen. Vessels drawing 67 decimetres (22½ English feet) can reach the city with ease, and can discharge alongside the new Commercial Quay, which, besides the necessary railway accommodation, is now being fitted with the newest hydraulic machinery from the works of Sir W. Armstrong and Co. (pp. 106-7, Report for 1883.)

The new commercial quay was fitted with hydraulic apparatus, cranes, etc., by the firm of Sir William Armstrong and Co., of Newcastle-on-Tyne. A new petroleum dock is projected, the present one being inconveniently small and dangerously near to the city and shipping. The Russian Naphtha Production Company of St. Petersburg (Messrs. Nobel Brothers) intend in the meantime to erect a temporary store here for their petroleum, to be imported from Batoum in tank steamers, and to be stored here in bulk in large iron reservoirs, capable of containing each 2,000 tons of oil.

(p. 4, No. 48, Report for 1885.)

The bill for an improvement of the harbour at Ymuiden has passed the Chamber; the construction of a new lock of increased dimensions (690ft. by 80ft.), with an entirely separate entrance to the North Sea canal is contemplated. A dock at Ymuiden for the fishing fleet is also to be constructed. . . . Nothing appears more clear than that the future of Amsterdam, as a great commercial port, depends upon three imperative reforms—the construction of a lock at Ymuiden large enough to admit the largest sea-going vessels with uninterrupted ingress and egress; the freeing of the North Sea canal from the heavy tolls which so terribly handicap the port, as compared with Rotterdam and Antwerp; and the opening up of a proper water communication with the Rhine and Germany. Yet in consequence of the financial necessities of the Government and of the apparent apathy of those most nearly concerned, it seems probable that many years will elapse before any one of these improvements will be fully carried out.

(pp. 4-5, No. 171, Report for 1886.)

The improvement of the harbour of Ymuiden and the construction of the new locks at the entrance of the North Sea canal is also still uncommenced, and the outlook is very unpromising, since the Government has declared that these works are to be proceeded with *pari passu* with the funds at the Minister's disposal—a prospect which is far from encouraging.

A coaling hulk has been placed at Ymuiden by Messrs. Halverhout and Zwart, of that port, so that steamers putting in on account of stress of weather will be enabled to procure bunker coal, which was not hitherto the case.

Renewed efforts are being made by the Chamber of Commerce to induce the Government to abolish the canal dues, by which this port is so greatly handicapped as compared with Rotterdam, while the geographical situation of the latter is so infinitely superior.

Government has constructed the new waterway from Rotterdam to the sea at an expense of £2,666,000, and levies no dues, while Amsterdam, with a North Sea canal, costing the Government about £2,166,000, pays canal and harbour dues, which practically add an average of 2d. per ton dead weight to the expenses of the shipping frequenting the port; a difference quite large enough to keep away many trades in the present days of sharp competition.

(p. 5, No. 390, Report for 1887.)

The new locks at the Ymuiden end of the North Sea canal are also in progress, and their completion is anxiously looked forward to. A steamer which the Netherlands-American Company, plying between Holland and New York, has lately added to its fleet, being too long for the existing lock at Ymuiden, had to be admitted into the canal a short time ago by waiting for the moment at which the flowing tide and the water of the canal became level, which, it must be admitted, is an experiment not unattended with risk.

Amsterdam is now at last promised the boon of the proximate abolition of the canal dues, the Government having submitted to the municipal authorites a proposal which, though it may be characterised as a very hard bargain, may probably be accepted, and which will practically result in the payment of about £285,000 to the Government by this city and Zaandam. The importance of a free access to the ports of Amsterdam and Zaandam from the sea can hardly be overrated, and when the above-mentioned improved connection with the Rhine is completed we may fairly hope to see this great city at last placed in a position to compete, if not quite on equal terms, yet no longer so severely handicapped with her neighbours and rivals, Rotterdam and Antwerp. (p. 7, No. 577, Report for 1888.

Meanwhile the canal and harbour dues on the North Sea canal have happily been abolished on 1st July, 1890, and no doubt can be entertained that this will greatly tend to increase the trade of the ports of Amsterdam and Zaandam, which are now among the cheapest of the North of Europe. The abolition of the above dues implies a saving of about 7¾d. to 9d. per standard on timber, 3¼d. to 3½d. per ton on grain, 2¼d. to 2½d. per ton on coals, etc. 1½d. to 1⅝d. per ton, of 40 cubic feet on steamers gross register tonnage on general goods.

The local charges for discharging vessels are exceedingly moderate, and the despatch compares favourably with that given at competing ports.

(p. 6, No. 803, Report for 1889.)

The advantages offered to shipowners and to commerce in general in the harbour of Amsterdam are great and increasing, and every praise is due to the public spirit evinced by the citizens and the magistrature in their increasing efforts and sacrifices to attain the desired object.

The absence of any rise and fall of tide once the locks at Ymuiden are passed renders it possible for vessels of the largest class to pass in and out of the larger docks without delay at any hour.

By far the greater proportion of cargoes arriving here is discharged into lighters, as the network of waterways throughout the country renders water carriage cheap and practical. Nevertheless, a large amount of quay space directly connected with the railways has been provided at great cost, and further steps are being taken in this direction. Ample accommodation is afforded to shipping and every possible encouragement given to the shipping trade, especially to regular liners, while the charges levied for the use of the appliances provided by the Municipality, such as hydraulic cranes, etc., are exceedingly moderate. Dry dock accommodation is ample and cheap.

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The new locks at Ymuiden are in course of construction, but it will be some time before they are completed. The foundations and masonry were commenced in 1891, and it is to be hoped that this important work will be energetically carried on.

The almost unprecedentedly severe winter of 1890-91 interfered very seriously with the commerce of the port. After a long struggle had been carried on successfully against the increasing ice in the North Sea canal, the continued hard frosts eventually closed the port completely during the last days of the year, and navigation was not reopened until January 26, 1891. It appears, however, clear that this total closure was entirely owing to the insufficiency of the material in use for keeping the canal open, and no doubt measures will be taken to provide against the interruption of navigation in such abnormal winters for the future.

(pp. 6-7 and 8, No. 954, Report for 1890.)

The construction of the new locks is being pushed forward with vigour.

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The breakwater for the better protection of vessels discharging at the Handelskade has been completed, with excellent result, and this construction is capable of being converted at a future date into a new quay when such shall be found necessary. That this may probably soon be the case is best shown by the following figures, showing the progress made by the trade of the city during the past 30 years. The net tonnage of the vessels entering the port amounted to:—

Year.	Number of Vessels.	Tons.
1861	2,073	439,024
1871	1,620	527,312
1881	1,658	731,823
1891	1,723	1,507,525

having thus nearly quadrupled itself in this period, and more than doubled itself within the past ten years.

The increase in the size of the vessels is most remarkable.

(p. 10, No. 1,085, Report for 1891.)

The new large lock by which vessels of 650 feet in length can be admitted to the North Sea canal is nearly completed. A direct tramline of railway from Amsterdam to Ymuiden is contemplated.

(p. 12, No. 1,288, Report for 1892.)

During the past year several steamers of the very large class which has been constructed of late years, drawing when loaded 24½ to 26 feet, have been forced to lighten part cargo at Ymuiden before proceeding up to Amsterdam, and as more and more of these large vessels are likely to be introduced into most trades, the importance of completing the new lock at Ymuiden and of carrying out the projected dredging of the North Sea canal to a depth of over 30 feet, becomes more evident. In other respects navigation has met with no impediments here, and, in spite of a frost nearly as severe as that of 1890-91, when our harbour was practically closed by ice for a considerable period, the canal has been kept open with great ease, the two new ice-breaking steamers, built at Stettin for this purpose, proving a most complete success, and an excellent investment for the port. The larger steamer plied regularly from the entrance at Ymuiden to the Hem-bridge, near Zaandam, back and forward once daily, while the smaller boat was used for keeping the channels open within the limits of the port itself.

(p. 9, No. 1,503, Report for 1894.)

The large lock at Ymuiden will probably be completed in about two years.

Appendix.
21st Day
No. 9—
continued.

Improvements in the canal itself are under consideration, and a report has been drawn up by a committee appointed for that purpose, and has been presented to the Chamber of Commerce.

Besides the already projected deepening of the canal, many improvements in the bridges crossing it, and in other arrangements connected with the canal, are suggested, the total cost of which is estimated at between £500,000 and £600,000. It is to be feared that financial considerations will postpone the carrying out of these plans, although the whole of the expenditure need not be incurred simultaneously.

(p. 11, No. 1,673, Report for 1895.)

The large new lock at the entrance of the North Sea canal at Ymuiden, the dimensions of which are 739ft. in length by 82ft. in breadth, was definitely opened for use on December 12, 1896. The process of deepening the canal has been steadily proceeded with. New quay berths are in course of construction in the Y, parallel with the existing commercial quay.

(p. 7, No. 1,893, Report for 1896.)

The important work of improving the North Sea Canal in depth and in other particulars was carried on with vigour throughout the year, and the widening and deepening of the canal will be vigorously proceeded with during 1898.

(p. 3, No. 2,054, Report for 1897.)

Considerable progress has been made with the deepening of the North Sea Canal, and with other improvements in the arrangements of the harbour and of the docks.

(p. 8, No. 2,266, Report for 1898.)

Amsterdam has done its best to keep pace with the other northern ports of Europe in providing accommodation for shipping visiting the port, and as the whole of the docks are in the hands of the municipality, which has always of late years made cheap and ample accommodation its chief aim, the port has become one of the cheapest in Europe, no effort having been spared to overcome the natural and unavoidable disadvantages of its position. The North Sea Canal, by which it is approached, is now in a position to admit the largest ships and cargoes without its being necessary to lighter at the entrance. Dock and quay accommodation are sufficient for a very large trade. Railway communication to the interior and to Belgium and Germany is ample, with very moderate tariffs. A new entrepôt dock will now shortly be completed which will bear comparison with the best installation yet known. Dock and quay dues are very moderate, and the North Sea Canal is an entirely free waterway. No efforts can give to Amsterdam that position as a transit port Antwerp and Rotterdam possess, but as a great depôt for goods for home and foreign consumption it is admirably designed and suited. Distribution to the interior of Holland is carried on with great economy and promptitude by numberless regular lines of small steamers which avail themselves of the excellent waterways of the country, whilst the amount of small sailing tonnage is surprisingly large, and this class of vessel as a rule is thoroughly well-constructed and practical.

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A new floating graving dock for Amsterdam, the dimensions of which are 424ft. by 78ft. by 28ft. deep, lifting 7,500 tons, has been constructed by the Graving Dock Company, and is now in working order, having been opened on May 12, 1899.

(pp. 9-10, No. 2,439, Report for 1899.)

Present Port Accommodation.

As the so-called "Y," which forms the harbour of Amsterdam, is shut off by locks both from the North and Zuider Seas, there are no tides in it. Any surplus water arising from the heavy rains in the interior of the country is let off from time to time by opening the lock gates at Ymuiden at low water.

The locks at Ymuiden are of the following dimensions:—

Large lock - - -	740	feet	in length,	82	feet	in breadth, available depth over sill,	26½ feet.
Smaller lock - -	410	„	„	60½	„	„ „ „	24¼ „
„ „ - -	410	„	„	39	„	„ „ „	24¼ „

The North Sea Canal from Ymuiden to Amsterdam is 15 miles (English) in length, minimum breadth at bottom 68 feet.

The so-called Orange Locks at the entrance from the Zuider Zee are 315ft. in length and 59ft. in breadth, with a depth of water on the sill of 13ft. These dimensions are fully sufficient for the class of vessels trading in the Zuider Zee.

The newer portion of the harbour of Amsterdam, the Commercial Quay, the timber docks, railway docks, and petroleum dock has been constructed, in consequence of the complete shutting off of the "Y" from the sea at both ends, in such a manner as to render dock gates or locks unnecessary, which is a great advantage for the general movement in the port.

The depth of water in all these docks is about 26 to 27 feet.

Great improvement in the North Sea Canal, as well as in the harbour itself, can and no doubt will eventually be carried out, in the direction of increasing the breadth and depth of the canal and of the harbour improving the bridges which cross it, etc. It is contemplated to increase the depth of water in the canal and over most part of the harbour to 32 feet. At present vessels drawing more than 26½ feet have to discharge a sufficient portion of their cargoes in the outer harbour at Ymuiden before they can proceed to Amsterdam; this expense is, as a rule, borne by the importer of the goods, and may be calculated at about 1s. per ton of 2,240 lbs. English.

The older docks, such as the east and west docks, and the so-called Entrepôt Dock, are now only used as a rule by the smaller class of steamers.

A new Entrepôt Dock is now in course of construction in the "Y."

The North Holland Canal, from the Helder to Amsterdam has become completely obsolete as regards sea-going vessels, and is only used now for local traffic.

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The following are the docks extending from west to east:—

Name of Dock.	Area.	Depth.	Remarks.
	Acres.	Ft.	
Petroleum Dock - - -	35	26 to 28	Open to harbour; no gates or locks.
Timber Docks - - - -	222	„	„ „ „
West Dock - - -	30	17	Constructed in 1834 with gates and locks
East Dock - - - -	37	19½	„ 1828 „ „
Entrepôt Dock - - -	17	14	„ 1827 „ „
Nieuwe Vaart - -	15	19½ (in part)	, 1876 and connected with East Dock.
Railway Dock - - -	18	23 (in part)	Open to harbour. No gates or locks.
	374		

A commercial quay is constructed on the harbour front on southern bank of the "Y," protected by a breakwater on the north.

Depth alongside, 26ft. to 28ft. Length of quay, 2,200 yards.

Inner harbour for lighters, etc., 1,312 yards in length; depth, 10ft.

Some of the principal Veems* have constructed bonded warehouses on this quay, and the municipality have constructed goods sheds thereon. Lines of railway run along the whole length, which is furnished with a sufficient number of hydraulic cranes.

Between the Commercial Quay and the breakwater buoys have been laid down, to which vessels discharging solely into lighters in the open harbour can be moored.

Two piers, known as the Suez piers, constructed of timber, each 400ft. by 200ft., used by large steamliners, are connected with the railway lines, and furnished with steam cranes.

The timber docks are not exclusively used for timber-laden vessels, the eastern portion being extensively availed of by the larger class of cargo steamers, which do not discharge at the Commercial Quay, but put the whole of their cargoes, general or otherwise, into lighters.

Warehousing accommodation is sufficient for the requirements of the port. A considerable portion of inward cargo goes direct by lighter into the provinces.

Quays exist only at the Railway Dock, the Commercial Quay, part of the Nieuwe Vaart, and the Suez piers. The other docks have no quays alongside of which larger vessels can lie.

* Companies for the transport and warehousing of goods.

There are plenty of movable, hydraulic and steam cranes. Floating cranes up to 20 tons. Fixed cranes for boilers and machinery up to 80 tons.

(pp. 1-2, Commercial No. 5, 1900; figures as to docks tabulated.)

As far as goods destined for the city and provinces are concerned the facilities are very great, owing to the immense extent of the waterways of Holland. The great bulk of the cargoes arriving here goes direct *ex* ship into lighters, of which two descriptions are used. For the city and immediate neighbourhood decked barges, carrying on a flat deck up to 60 tons of goods, which are covered, if necessary, with tarpaulins. For the provinces, etc., larger lighters, in which the goods are stowed under hatches. These lighters are loaded with the help of the ship's own appliances.

Goods for immediate removal by rail, such as ore in transit for Germany, are discharged direct *ex* steamer into the railway waggons at quays with railway communication, by the help of steam or hydraulic cranes on these quays.

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Outward cargoes are as a rule loaded at the permanent quay berths occupied by the various lines of steamers. Where these quay berths are connected with the railway, which is the case with the more important lines, steam and hydraulic cranes on the quay are used. At the same time, however, a considerable portion of outward cargoes by these steam lines, as well as by other vessels, is shipped from lighters, in which case the ship's own appliances are generally used.

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Considerably the larger proportion of cargoes arriving from abroad is discharged into lighters, by which the goods are brought to warehouses in the city or country.

(pp. 54 and 57, Commercial No. 5, 1900.)

ROTTERDAM.

Port Improvements.

An important measure has been brought forward by the Government and sanctioned by both Chambers, which proposes to construct a canal for facilitating the approach to Amsterdam, at present so tedious and difficult for large vessels; and, at the same time, to improve the navigation of the Maas for vessels of a considerable draught.

(p. 283, Report for 1862.)

The preparatory works in connection with the alteration of the navigable channel of the Maas, near Brielle, are being executed with great energy, and are steadily advancing. No serious obstacles have as yet been encountered, and there seems, therefore, to be every reason to expect that this important work will be completed within the time originally proposed.

(p. 334, Report for 1864.)

The public works are being carried on with vigour, such as the State railways, the new embouchure to the Maas, etc.

(p. 402, Report for 1867.)

The canalisation of the "Hoek" of Holland, which is to be the new approach to the Maas, is proceeding steadily, and already one or two small fishing smacks have passed through.

(p. 684, Report for 1870.)

The new approach to the Maas by the canalisation of the "Hoek van Holland" has advanced a step; and one or two vessels have, at spring-tides, and under favourable circumstances, actually passed through. But it is not yet of any practical use; and it may be some time before the natural influences, which it is alleged are working favourably, will render the channel navigable.

(p. 742, Report for 1871.)

In the last commercial report from this Consulate, the new approach from sea to Rotterdam by a canal which has been cut from Maassluice through the "Hoek van Holland," was noticed under the heading of public works. It is particularly satisfactory, therefore, in the present report, to be able to state that this canal is now the main channel to and from sea for nearly all steamers which formerly had to reach this port by the more intricate navigation of the Brielle.

On the 9th March, 1872, the British steamer "Richard Young," belonging to the Great Eastern Railway Company, and plying between Harwich and this place, was the first sea-going steamer that passed through this new channel. This example was soon followed by others, and 873 vessels, including steamers, made use of the canal between that date and the 31st December. The largest draught of these boats was 36 decimetres (or 11¾ft.); and if the natural process of scouring, by which the existing lepth o water has been obtained, should continue as satisfactorily as it has done during the past twelve months, there is every reason to look for the complete success of these works.

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The increasing trade of Rotterdam has for some time past felt the want of greater storage facilities, and more especially of river frontage; and with a view to meet these requirements, the town authorities have entertained proposals from a private company, entitled the Rotterdam Trading Company, supported mainly by the capital of German bankers and financial institutions, who, under certain conditions as regards quays, canals, and roads, to be constructed for account of the town, propose building docks and warehouses on the opposite shore, thus making Fyenoord —the name of the district—the Birkenhead of Rotterdam.

(pp. 963 and 966, Report for 1872.)

Navigation.—Under this head I have to call attention to the improved condition of the channel to sea, known as the new water way of the Hoek van Holland. It was first used in March, 1872, by an ocean steamer, and its depth of water having gradually

increased, it has now become the main channel to and from sea. It has entirely superseded the entrance to the river at the Brielle, and only some of the largest steamers and sailing vessels require still to enter at Brouwershaven, whence, *viâ* Helvietsluice and the canal of Voorne, they reach Rotterdam. If the Hoek van Holland channel eventually deepens by the process of scouring, as its engineers have always predicted, it will be the only route in use, the total distance from Rotterdam to sea being only about 16 miles. At the close of the year under review, with ordinary tides, the shallowest point in the channel was 39 decimetres, or 12ft. 9in. at low water, giving a depth at mid-tide of about 15½ft., and at high water of about 17ft. 9in.

Under very favourable circumstances at spring tides there is sometimes, however, considerably more water, as is shown by a steamer drawing 18¾ft. having passed through the channel on one occasion.

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Parallel to the railway bridge, at but a few yards distant, the municipal authorities of Rotterdam are building an ordinary bridge for carriage traffic. This is to connect the town with what is expected to become the Birkenhead of Rotterdam, very extensive works being now carried out on the opposite side of the river, partly for account of the town, and partly for account of a public company, who propose constructing wharves, warehouses, and docks.

To any person who has recently visited this city, the necessity of more space and accommodation for the busy and increasing traffic of the port must have been apparent; and if these works had not been undertaken, an absolute want of storage room at certain times must inevitably have checked the expansion of the trade of the port, and forced into other channels business which Rotterdam is most jealous of retaining and extending.

(pp. 1479 and 1480, Report for 1875.)

A bridge for vehicles and foot passengers, running parallel to the railway bridge across the river, now connects the town with the left bank of the Maas, and gives access to the large docks and warehouses which have been erected there by the Rotterdam Trading Company.

These works were commenced in 1873, and are now completed, but as yet the shipping visiting this port does not avail itself to any great extent of the facilities offered for discharging and storing their cargoes.

All modern appliances for effecting a speedy despatch of vessels have been introduced, and the directors of the company hope by these means to attract the bulk of the shipping visiting this port; but vested interests in the old town are as yet too strong to bring about sudden changes in these matters, and only 33 vessels entered these docks during the year under review.

(pp. 1730-1, Report for 1879.)

The principal outlet from the River Maas to the sea is the "New Waterway" at the Hoek van Holland, which channel, commenced in 1860, was practically opened for traffic in 1872, when the first ocean-going steamer proceeded to sea along this route, since which year its navigation has gradually increased.

Although the high expectations, that vessels of the largest tonnage would at all times be able safely to enter and leave by the New Waterway, have not been fulfilled, yet it is asserted that upwards of half the number of vessels visiting the Netherlands avail themselves of this channel.

With reference to the New Waterway, it should be mentioned that in the year under review a sum of 3,402.640 fl., or about £280,000 was granted by the Government for dredging purposes, with a view to obtaining a depth of 45 decimeters, or 14 feet 9 inches, at low water, and active operations are now being carried on with this object.

The frequent impediments to navigation at the entrance to and in the channel, caused by shifting sands, render it imperative that the works should be vigorously prosecuted, for a glance at the foregoing table will show of what paramount importance, as a means of communication with the sea, the New Waterway is, not only to the trade of Rotterdam, but to that of the whole country.

(p. 2188, Report for 1882.)

It is satisfactory to be able to report increased depth of water in the New Waterway, the principal approach from sea to the River Maas, as proved by the fact that, in the first six months of the year under review, ships drawing only 20 feet could pass by that route; whereas, during the latter half of the year, vessels of 21 feet draught could safely reach this port without breaking bulk, whilst during the current year the depth has further increased.

The bar, which for a number of years was situated between and outside of the piers, and was the dread of all seafaring men, has entirely disappeared, the depth at these places being now not less than 19½ feet at low water.

During 1885 the clearances in and out by the New Waterway reached a total of 6,507 steamers and 1,402 sailing vessels (exclusive of 2,802 fishing boats), representing 4,365,300 tons register.

The floating dry dock, which was constructed about two years ago at a cost of about £1,000,000 sterling, consists of two compartments, one measuring 295 feet and the other 157 feet. The latter, which was specially intended for sailing vessels, is seldom used, owing to the decreased number of such ships, and it was consequently suggested, with a view to getting better returns on the capital invested, that the smaller dock should be lengthened so as to make it likewise suitable for steamers; but the town council did not consider themselves justified to incur the required outlay, as it appeared that the use made of the docks is at present still too insignificant.

(p. 6, No. 58, Report for 1885.)

This channel of navigation continues in a very satisfactory condition, vessels drawing upwards of 23 feet now being able to reach Rotterdam without breaking bulk; a circumstance which, from a financial point of view, is of great importance to owners of vessels, and to consignees of cargoes, when it is stated that, in 1886, only 14 vessels required lighters, at a cost of about £360 against 257 vessels in 1882, involving a charge of £9,275.

(p. 5, No. 213, Report for 1886.)

The satisfactory condition of the "New Waterway," the channel through which vessels entering at the Hook of Holland reach the River Maas, has been fully maintained, the greatest depth in the principal fairway reaching 26¼ feet under low-water mark. Dredging is always carried on to a greater or less extent, but thanks to the natural process of scouring it does not require to be resorted to to the same extent as formerly, whilst the channel is navigable at all times for vessels drawing 21 feet and upwards without their requiring to break bulk.

The harbour of Katendrecht on the left bank of the river was completed and can accommodate 10 steamers. It is about 660 feet long and about 360 feet wide, and on the south bank is provided with a shield constructed of heavy timber, to enable steamers to run at it for the purpose of trying their engines. The Rhine harbour, also on the left bank, has been further deepened, and afforded a good refuge during the severe winter for the enormous number of German lighters annually visiting this port, whilst that portion of it, having a depth of 23 feet, was at the same time occupied by large steamers which could thus continue to discharge their cargoes into barges, instead of otherwise lying idle at the buoys in the river. The town council have already voted the necessary funds for erecting substantial quays alongside this harbour, and a portion of these, to the extent of 46 feet, has just been finished.

The land in the immediate vicinity is admirably suited to the erection of industrial or other works, and with this view the municipal authorities have granted £60,000 for the laying out of streets in this neighbourhood. On the completion of all these works, it is estimated that the total expenditure in respect of the Katendrecht and Rhine harbours will amount to upwards of £300,000. Against this sum, however, can now be placed the value of the land already sold, namely, £33,000, and an annual amount of £2,000 for ground rent.

Large warehouses built for account of a company at Amsterdam were finished and are now in use, whilst for a private local firm of wharfingers, operations have commenced for the erection of a similar building.

Two new tanks were added to those already existing on the premises of the firm, officially recognised as "The Warehousemasters," whilst adjoining the territory of the American Petroleum Company a plot of ground has been leased to the representative of the firm of Messrs. Nobel Brothers for the sale of Russian oil. Allusion has already been made in this report to the establishment of the Holland-American Cotton Oil Company's works, which, as well as the aforenamed warehouse and pertoleum stores, are situated on the left bank of the river, where also is found the dry dock which during 1893 was employed by 128 vessels and yielded a revenue of nearly £9,000.

(pp. 9 and 13, No. 1446, Report for 1893.)

The "Rhine" harbour, referred to in the report for 1893, was completed during 1894, but the increased demand for shipping berths has resulted in the town council voting £50,000 towards making a second harbour at Katendrecht, and adapting the existing one for the accommodation of vessels carrying iron and other ores.

The necessity for having proper discharging berths for this class of steamers was fully realised by the town authorities, and accordingly a committee was appointed to investigate the process of discharging in England.

Their report went to prove that the English system resulted in the work being done in half the time and with a smaller number of men than here, and accordingly the plans for the new harbour were adopted by the town council.

Quays extending to 1,150 feet (350 metres) will be built, and six electric cranes will be erected capable of lifting 4 tons and reaching across three sets of rails, which will allow of an empty truck being substituted for a full one, while the process of discharging into another is not interrupted.

When completed it is anticipated that no other continental port will be able to boast of such facilities for discharging ore.

In addition to these works it is contemplated building a larger dock lower down the river, and the necessary funds for this purpose, amounting to £750,000, were recently voted by the town council.

(p. 3, No. 1630, Report for 1894.)

Present Port Accommodation.

Rotterdam is situated on the right bank of the River "Maas," and the water area of its canals amounts to 131 acres, and the length of quays to nearly 9 miles (14·680 kilom.). Owing to the increasing demand for shipping accommodation, a commencement was made in 1873 to open up the left bank of the river for the purpose of building docks, with the result that at the present moment their water area covers 152 acres, with quays 6 miles long.

The principal docks are—

	Long.	Broad.	Deep.
	Feet.	Feet.	Feet.
The Binnenhaven	3,300	240	22 to 23
„ Entrepothaven	600	180	22
„ Spoorweghaven	3,300	345	22 to 23
„ Rynhaven	2,640	1,035	22 to 24
„ Katendrechtschehaven	570	435	23 to 24
Rise of tide at springs			4 to 5
„ neaps			3 to 4

In addition to the above accommodation, there are buoys in the river, at which twenty vessels can find anchorage, and they are principally used by grain and ore carrying steamers.

Floating Docks, etc.—The town owns three iron floating docks, one measuring 360ft. in length, capable of raising 6,000 tons, being at the rate of 55 tons per yard, and the other two measuring respectively 295ft. and 158ft., with a lifting capacity of 44 tons.

These two docks can also be coupled, and thus afford accommodation to a vessel nearly 500ft. long, with a maximum weight of 6,000 tons.

Cranes, etc.—On the right bank there are two movable steam cranes, each lifting 1½ tons, five movable steam cranes of 2 tons, and one hand crane of 20 tons, all the property of the railway company, whilst, on the same side, the town possesses only two fixed machines, one a hand crane of 10 and the other a steam crane of 25 tons.

On the left bank, and situated along the docks and quays, are a number of fixed and movable steam and hydraulic cranes, lifting from 1½ tons to 60 tons, electric cranes, jiggers, capstans, etc.

. . . . . .

On each side of the river there is a bonded warehouse, under the management of the town authorities, and there are also several buildings owned by private persons, but under supervision of the Customs, where goods paying heavy duties, such as wines and spirits, are stored. . . . There are, moreover, several buildings erected by private companies where the storing and manipulation of all classes of goods, except those subject to duty, are effected, and where all the most modern appliances for these purposes are in use.

(pp. 9-10 and 73, Commercial No. 5, 1900.)

ANTWERP.

Port Administration.

The docks are solely the property of the town, but the quays along the river side are not absolutely the property of the city, inasmuch as they were constructed some years ago with funds partly provided by the Government and partly by the town of Antwerp. An arrangement exists by which the town authorities receive all dues and pay the Government its proportion.

(p. 3, Commercial No. 5, 1900.)

Port Improvements.

The new dock affording very considerable accommodation to shipping has been terminated.

(p. 39, Report for 1860 and 1861.)

The docks, and maritime establishments generally, are inadequate to meet the increasing demands of navigation and commerce; and there is every reason to anticipate that Antwerp, accustomed in former days to perturbations and vicissitudes of no ordinary description, rising in the sixteenth century to the foremost rank amongst the commercial cities of Europe, reduced to almost entire annihilation by the closing of the Scheldt, in virtue of the treaty of Munster, in 1648 eminently favoured by Napoleon I., and during the period of union with Holland, but severely shaken by the events of 1830, is now entering a period of prosperity and progress, likely, it is to be hoped, to be more lasting than those which have preceded it.

(p. 407, Report for 1867.)

Appendix.

21st Day, No. 9—continued.

The great impulse imparted to the commerce of Antwerp of late years has rendered the present dock accommodation, as well as railway and other existing facilities, insufficient to meet the increasing demands of trade. In addition, therefore, to the docks opened within a comparatively recent period and to other works now in progress of construction in their neighbourhood, it is intended to convert the site of the citadel of Antwerp, the demolition of which has been decided by the Government, and which is situated at the opposite or southern extremity of the town, into new and extensive maritime establishments. A more recent project, the realisation of which would beyond doubt add vastly to the accommodations and resources of Antwerp as a commercial port, contemplates the construction of a series of new docks on the left bank of the river, hitherto but little employed for maritime purposes. The idea in itself is not a new one, inasmuch as a project embracing the formation of commercial establishments on the left bank of the Scheldt opposite the town, combined with the construction of a bridge for traffic across the river, was suggested many years ago, and appears to have met with the approval of the Chamber of Commerce as far back as the year 1851.

(p. 7, Report for 1871.)

On the 23rd of September, 1874, the Town Council of Antwerp decided to issue bonds for a loan to the amount of 72,500,000 francs. The bonds are of the value of 100 francs each, payable in five instalments, extending over a period of two years. . . . The money thus obtained, having realised at the rate of issue, 86½ per cent., 60,000,000 francs is to be devoted to public improvements, the following being amongst the leading projects already decided upon:—

. . . . . .

9. Quays are to be constructed further out in the river, so as to allow vessels of deep draught (especially steamers) to arrive and depart, load and unload, independently of the tides.

10. New docks are projected upon an extensive scale, to be fitted up with the most approved conveniences for facilitating the loading and discharging of cargoes, as well as for all necessary repairs to ships.

(pp. 1114-5, Report for 1874.)

One great danger, which is supposed to menace the prosperity of Antwerp, hanging like the sword of Damocles over its future, consists in the competition of the Dutch ports, and especially that of Flushing, so admirably situated for commercial purposes, with its already ample dock accommodation and uninterrupted railway communication from the sea to the interior. Either bank of the Scheldt at its mouth is in Dutch territory, and thus in the hands of the ancient and energetic rivals of this country, the memory of whose antagonism in former times—notwithstanding the amicable political relations of more recent periods—has hardly been altogether effaced. The alarm inspired by the privileges granted not long since to the Dutch port of Terneuzen, by the Belgian Government, has barely subsided, and it is therefore not surprising that the greatest solicitude should be evinced respecting the water courses, ports, and harbours of Belgium, with a view of securing and facilitating all means of access to the sea. In connection with this idea, the vast plan for the improvement of the navigation of the Scheldt, proposed by Baron J. Behr, has attracted much attention, as well as the project of M. de Maere-Limnander, of Ghent, who advocates the construction of a ship canal from that port to Heyst, on the North Sea, with a branch to Bruges, which, if carried into effect, would in a great measure supersede the use of the Ghent and Terneuzen canal, subject to joint Belgian and Dutch jurisdiction.

. . . . . .

Another project already alluded to in a report from this consulate, and now, I understand, finally adopted, the main object of which is that of affording greater facilities for the arrival and departure, as well as the loading and discharging, of vessels of deep draught on the river side, will no doubt sensibly modify the course of the Scheldt within the section included in the works about to be executed. It will also lead to the almost entire reconstruction and enlargement of the quays facing the river before Antwerp.

(pp. 796-7, Report for 1876.)

The work connected with the widening of the quays and the construction of three new dry docks have been commenced.

(p. 307, Report for 1877.)

Before proceeding to the usual report on the trade and commerce of Antwerp during the past year, I propose to give some details concerning the new quays and docks now in course of construction, and which will add very materially to the already great shipping facilities offered by this port. The deep interest taken in the project by the Belgian Government, as well as the large sums of money voted for its execution by the legislature, bear witness to the importance of the undertaking.

At the beginning of the present century Antwerp possessed no docks and hardly any quays deserving of the name; nor is this a matter of surprise when we consider the comparative unimportance of the old Flemish city at that period in a commercial point of view. The course of events has, however, entirely altered, as is well known, its condition and prospects. "It may be estimated," says M. Royers, the town engineer, and M. de Keyser, referring to the present prosperity of Antwerp, "that the traffic has doubled every eight or ten years," and they cite in support of this statement the following remarkable figures:—

Inward Tonnage in	Tons.
1850 - - - - - -	250,000
1865 - - - - - -	750,000
1880 - - - - - -	3,000,000

Portions of the quay and the two first docks, now called the old docks, were constructed under the Consulate and the Empire. The one is 173 metres long and 150 metres broad, the other 402 metres long and 173 metres broad, but the latter has been reduced in size to 380 metres long and 150 metres broad, for the purpose of widening the quays around it. In 1843 a new quay, called the Quai du Rhin, 350 metres long, was added to those on the Scheldt; it was enlarged in 1862. In 1853 were begun outside the then existing fortifications the great Rattendyk dock and a large dry dock. These works were completed in 1860, shortly after which the old fortifications were pulled down and the new dock was united to the old ones. Three other docks were added between the years 1867 and 1873. The actual length of the quays bordering the Scheldt is about 2,100 metres. Four ancient canals or creeks (criques) are still accessible from the river, but will disappear on the completion of the works now in progress.

The newly constructed docks are four in number, covering an extent of 30 hectares, exclusive of three dry docks for the repair of ships; and the total length of the quays surrounding them is about 6,500 metres. Rails communicating with the principal goods station are laid down on nearly all the quays and on a portion of the river side; sheds are being extensively erected, as are steam travelling and fixed hydraulic cranes, as well as improved machinery for opening and shutting the locks. The goods station occupies an area of 31 hectares, the length of the line of rail being 65 kiloms.

All the above described accommodation, however, does not suffice to meet the rapidly increasing demands of the port, and, consequently, the whole extent of the quays fronting the Scheldt is in process of reconstruction in view of modifying the course of the stream so as to secure a greater depth of water alongside of the river frontage, thus permitting the largest sized vessels to approach at all tides. It may be observed that the average height of the tide is 4·05 metres, and the quantity of water borne twice daily up and down before Antwerp is equal to 55,000,000 cubic metres. In consequence of the varying width and depth of the Scheldt and the continual displacement of this vast mass of water, sandy deposits are formed in certain places. To counteract this gradual formation of sand banks, so prejudicial to navigation, was one of the objects of the new works. It was therefore decided to give the Scheldt a uniform breadth of 350 metres by lessening the width where it was unnecessarily broad and enlarging it at certain narrow points; the ebb and flood tides would then be forced to follow the same track, which, owing to this double action, would gradually become deeper; and it being most important that the tidal current should pass close enough to the shore for the draught of water to be not

less than 8 metres at low tide (thus allowing the largest ocean steamers to approach at all times), it was necessary that the construction should assume a curved shape, convex towards the town.

The new quay, in accordance with this scheme, will be 100 metres broad throughout, entailing the demolition of almost all the buildings at present facing the river. This grand embankment will exceed two miles in length, enabling over 50 steamers of a tonnage varying from 3,000 to 3,500 tons each to lie alongside in succession to one another.

The contractors are MM. Couvreux et Hersent, of Paris, whose operations, commenced in 1877, are to be completed in six years and seven months from that time. The first section of the works embracing the most considerable portion of the undertaking was finished very nearly within the period specified, viz., three years and seven months. The estimated expense of this vast project amounts to 38,000,000fr. voted for the purpose by the chambers *which estimate will in all probability be exceeded.

In addition to the above mentioned improvements, extensive docks will replace the ancient creeks already referred to; one of the existing docks will be enlarged, and three new dry docks will be constructed.

The cost of that portion of the works which relates to the alteration of the quays will be defrayed by the State, whereas the new docks are being built at the expense of the town.

(pp. 517-8, Report for 1881.)

The maritime constructions and improvements—a description of which was contained in my last year's report—are steadily progressing. The new quays will in all probability be completed, in accordance with the terms of the contract, in 1884.

(p. 1563, Report for 1882.)

The important and extensive maritime works which for several years past have been in process of execution at this port—a particular account of which was contained in my commercial report for the year 1881—are rapidly approaching completion.

The use of the deep-water quays, with the various appliances and facilities for the loading and discharging of vessels connected with them, have already proved of great value to shipping and commerce.

(p. 1241, Report for 1883.)

Floating docks, 11; dry docks, 10 (of which six belong to the town and four are private docks); water-surface of docks, 70,000 sq. ft; width of actual gates, 78ft.; draught of water along the new quays, 28ft.; in new docks, about 21ft.; in old docks, about 18ft.

(p. 5, No. 210, Report for 1886.)

A project is now under consideration for increasing the Antwerp dock accommodation, and, if the proposed plans are carried out, an extensive addition thereto will result.

(p. 7, No. 856, Report for 1890.)

Under the most favourable circumstances the extension of the maritime accommodation of Antwerp, recently decided upon, cannot be completed before two or three years. In the meanwhile the crowding of the port constitutes a serious question, and one which appears to be capable of only two modes of solution; either the want of space will drive shipping to the large neighbouring ports, or immediate measures must be taken to make the best use of the space at present available by freeing the basins of the storage and other lighters which at present occupy so much valuable space, and also by revising thoroughly the system upon which berths are allotted on the quays and docks.

(p. 3, No. 1806, Report for 1895.)

The insufficiency of the port accommodation at Antwerp, to which I alluded in my last report, was very strongly felt during 1896. Notwithstanding that a definite decision was taken in 1895 regarding the construction of new quays in the southern part of the town, no practical steps so far have been taken to put the work into execution. Although no measures were taken during 1896 to remedy the condition of the port, the question was not allowed to lie dormant. Plans and schemes of all kinds were submitted to the authorities. Some of these plans proposed a considerable alteration, by engineering means, of the course of the Scheldt, but the municipal authorities very properly discountenanced any such project, on the ground that it might bring about a stoppage of navigation. The Antwerp Town Council, in a letter addressed to the Minister of Finance at Brussels, in the month of November, quoted the remarks made in my last report respecting the crowded condition of the port, and strongly urged that immediate measures should be taken to remedy this evil. They at the same time submitted the advisability of demolishing certain of the fortifications which surround the city and prevent its expansion along the river bank. Should this project be carried into effect, it is expected that there will be almost unlimited space for the extension of the dock and quay accommodation.

(p. 3, No. 1,994, Report for 1896.)

The necessity for increased accommodation at the port of Antwerp, to which I alluded in my report for 1896, again occupied the serious attention of the Government during the past year, and several projects formulated with a view to improving the existing condition of things were submitted to the authorities. A scheme of which the leading feature is the formation of a new cut from Austruweel, some miles below Antwerp, to the present river front, eventually received the Government sanction, but this project has met with much hostile criticism from many practical authorities here, who allege that it might jeopardise the prosperity of the port by bringing about the formation of sandbanks, and causing floods in the lower reaches of the river. The merits and demerits of the project can only be judged by persons versed in the technical aspects of the question, but in view of the crowding of the port it is to be hoped that some solution of the difficulty will soon be arrived at, and measures taken to increase the accommodation for shipping now available.

(p. 4, No. 2,137, Report for 1897.)

The much-vexed question of the lack of accommodation at the port of Antwerp was again to the front during 1898, but no final solution has yet been arrived at. In shipping circles the imperative necessity of increased space is making itself more strongly felt every day, and a very general feeling exists that the crowded condition of the port is a serious handicap to Antwerp in the course of progressive prosperity, which the excellence of her position and undeniable port facilities make it her right to expect. Complaints on the part of shipping houses here with regard to the undue detention of their vessels before they can be accommodated with dock berths are of almost daily occurrence. The grain trade suffers severely from the lack of a special dock for lighters, which, as matters now are, occupy much valuable space, and seriously impede the traffic of the port. The wood trade is hampered in its operations by the want of a basin for floating timber, and several cases have occurred in which important business has been diverted from Antwerp to Rotterdam solely on account of the increased expenses entailed by the insufficient accommodation of the former port.

(p. 5, No. 2,227, Report for 1898.)

In the budget of extraordinary expenditure for 1899, 3,000,000fr. were voted for port works at Antwerp, so that, with the 17,000,000fr. now voted, a total sum of 20,000,000fr., or £800,000, has been allotted for carrying out improvements. The fact that Antwerp has been steadily falling behind Rotterdam and Hamburg in the race for commercial maritime supremacy has attracted increasing attention in Belgium, and it is hoped that the vote of 20,000,000fr. to enable the authorities to carry out improvements in the port and afford increased accommodation for the embarkation and discharge of cargo, may assist Antwerp to recover some of the trade which it is believed has been diverted to Hamburg and Rotterdam owing to the greater length of quay-wall in those ports at which vessels can immediately come alongside.

* Plus about 18,000,000fr. for expropriations.

Appendix. — 21st Day, No. 9— continued.

The following table shows the amount of cargo discharged at the three ports in 1880 and in 1897, and the amount of quay space available in 1898 at which vessels can immediately come alongside:—

	Cargo delivered.		Length of quay walls.
	1880.	1897.	
	Tons.	Tons.	Kiloms.
Antwerp - - - - - - - - -	2,504,725	4,694,170	3·5
Rotterdam - - - - - - - - -	2,260,000	8,484,789	25·3
Hamburg - - - - - - - - -	2,496,950	8,066,661	16·5

There was therefore an increase of 13,983,945 tons in the cargo delivered at the three ports in 1897 as compared with 1880, and of this increase Antwerp took only 16 per cent., whilst Hamburg and Rotterdam took 40 and 44 per cent. respectively.

With regard to the length of quay walls in the different ports, there are at Antwerp quay walls inside the docks to the extent of 10 or 11 kiloms., but these do not offer the same facilities as quay walls alongside which vessels can moor without delay, and even if these 10 or 11 kiloms. are added to the quay space directly available at Antwerp, the total length is still inferior to that either at Rotterdam or Hamburg.

(pp. 8-9, No. 2,515, Report for 1899.)

As regards the accommodation of the port of Antwerp, to which reference was made in the Commercial Report for 1898, a partial solution of the difficulty has been arrived at by the construction of an additional 2,000 metres of river quay adjoining the Quai de la Station. A portion of the new extension has been completed and is available for traffic.

On the north and south sides of the Bassin Mexico, spacious sheds for storing timber have been constructed, and the north quay of this dock, which is principally used for the discharge of wood cargoes, has been altered to admit of its use for berthing general cargo boats when necessary. Alterations have also been made in the Bassin de la Campine, and in the Grand Bassin, to admit of the berthing of more vessels in these docks.

It is considered that this additional berthing space will prove of advantage in relieving the congestion at the port so often experienced of late, but it is feared the extra accommodation will be insufficient to meet the exigencies of the constantly increasing trade of Antwerp.

Two powerful tug-boats, specially constructed to serve as ice-breakers, and another large steam dredger have been provided for the use of the port authorities.

(pp. 5-6, No. 2,543, Report for 1899.)

Present Port Accommodation.

Antwerp possesses the following accommodation for shipping:—

1. A quay along the Scheldt, 3,800 yards in length (which takes a gentle curve), and has a depth exceeding 26 feet at low water, the mean rise of the tide being about 14 feet.

2. Six docks connected with the river by means of locks. The total area of these docks is 104 acres.

3. Two large docks having a depth of 30 feet.

4. A dock for small craft divided into three parts and connected with the river by means of a lock 40 feet wide with a depth of water of 7 feet at low water and 20 feet at high water.

5. A dock for mooring small craft engaged in the inland navigation. This dock is situated on the canal that joins the Scheldt to the Meuse.

The total length of the quays along the river and docks is 18,592 yards, and it is calculated that 220 large ships can be accommodated at one time. It has been found, however, that the present quay accommodation is insufficient to meet the growing requirements of the port, and recently an extension was decided upon. This extension will take the form of a continuation, 2,187 yards in length, of the quay situated in the southern part of the town, and extra accommodation will thus be afforded for twenty large vessels.

For the repairs of vessels Antwerp possesses six dry docks. Three of these are 410 feet long on the keel blocks, 50 feet wide at the entry, and with a depth of water over the sill of 16 feet. In two of these docks vessels of 458 feet in length, and in the third vessels of 510 feet can be admitted. Another dry dock completed in 1864 has a length of 366 feet, a width of 82 feet, and a draught of water of 22 feet. The remaining two docks have a length of 215 and 150 feet respectively.

. . . . . .

There are exceptional facilities for handling goods intended for immediate removal at the port of Antwerp. There are close upon 50 miles of railway round the quays and docks, and goods can be transferred directly from the vessel to the railway trucks, or if merchandise is to be transhipped the corporation waggons are in attendance for their immediate transport from one vessel to another.

. . . . . .

The quays are supplied with hydraulic cranes, which at the present time number 111, with lifting powers of from 1½ tons to 2 tons. There are also two 40-ton cranes, and a pair of shear legs capable of raising a weight of 120 tons. In addition to the above there are two fixed cranes, one of 1-ton power and the other of 10-ton power, and several hand cranes capable of lifting weights from 10 tons to 20 tons.

Merchandise is landed on the docks from vessels by means of hydraulic cranes or derricks. The docks are constructed of solid stone and cement, immediately along the right bank of the Scheldt. Goods are never exposed to the elements after being taken from the ship. Sheds stand along the river not more than 25 feet from the edge of the quays, and goods can be placed there immediately after discharge to await transport, or may be placed directly on railway trucks or other means of conveyance.

. . . . . .

There are ample facilities for the storage of goods at Antwerp. Besides the "Entrepôt Public" and the "Magasins Généraux," there are many private warehouses and stores where almost unlimited accommodation is provided.

(pp. 2-3, 54, 57 and 71, Commercial No. 5, 1900. Figures converted where necessary into English measure.)

DUNKIRK.

Port Improvements.

The improvements in the harbour are still progressing, and it is intended, whenever the quays are in a sufficient state of forwardness, to connect the harbour and present terminus of the railway by means of a short line.

(p. 105, Report for 1862.)

It is much to be desired that the important works going on at this port, for which a credit of £600,000 was granted in 1861, should not continue to languish for want of funds. So small and insufficient a sum is allotted, that, at the present rate, twenty years will elapse before they can be completed. The Conseil d'Arrondissement represent with much justice that this tardy progress will add to the cost, not only on account of the increasing expense of materials and labour, but also by the loss of interest upon the capital for so long a period; whereas, the whole work might be terminated in six years, and the prosperity of Dunkirk ensured. Trade now tending this way may be diverted into other channels, and the opportunity of making this port what its geographical position and local advantages seem to warrant, lost altogether. The Chamber of Commerce are so aware of this that they are proposing to borrow the sum of £160,000 immediately, in order to hasten the execution of these works; and it is to be hoped that they will be able to accomplish this desirable end.

(p. 529, Report for 1864.)

In my last report I mentioned that the Chamber of Commerce was occupied with the important question of the improvements necessary for the harbour, in consequence of the considerable increase in the shipping trade at this port. I regret to have to state that the question of the loan of £160,000, as mentioned in my report of 1864, has not yet been settled; but it is generally expected it will be resolved during the year 1867, and that the works will in all probability be commenced in 1868.

(p. 22, Report for 1866.)

During the year 1867 no public works of any importance have been going on. It is generally expected that the harbour works, which were decided by Imperial decree in 1861, and for which the Corps Législatif has this year authorised the Government to accept from the town of Dunkirk a loan of £500,000, shall be proceeded with during this summer; and that every step shall be taken by all parties interested in pushing on vigorously the works, so as to be able to have them completed in about four years from this time.

(pp. 382-3, Report for 1867.)

Another cause of decrease arises from the small depth of water in the harbour, as contrasted with the increased size of the present steamers. Although in spring tides vessels drawing from 18 to 20 feet can enter, the harbour at other times is only accessible to vessels not drawing more than 14 feet; and as the steam colliers draw on an average from 14 to 16 feet, the Parisian Gas Company, which gets its supply of coals from Newcastle, has ordered during 1868 the steamers to go to Calais during the mean tides.

(p. 24, Report for 1868.)

The chief public works that have been carried on during 1871 consist of the building of a breakwater of about 1,000 yards in length on the east side of the entrance to the harbour, thereby reclaiming an area of about 1,200 square yards, which used to be covered by the sea at high water. It is the intention of the Government to advance the ramparts considerably nearer the sea and demolish the old ones, which will leave land available for building, which is much required. The works of the new dock are, at the time I write, in active progress, and fortunately employ a large number of labourers, who would otherwise be idle, owing to the slackness of trade at the present time.

(p. 1067, Report for 1871.)

Ships drawing more than 18 or 19 feet of water cannot enter this port without first discharging part of their cargoes in the roads; for this reason the direct trade with India has entirely ceased, such ships going to Havre in preference.

(p. 771, Report for 1872.)

The port of Dunkirk consists of—1st, an entrance canal 800 metres in length, bordered by wooden piers on both sides; 2nd, an outer port 650 metres in length, surrounded by wooden stockades; 3rd, a port in which vessels may anchor, 670 metres in length, and with quays 900 metres in extent; 4th, three docks named respectively Bassin du Commerce, de la Marine, and de l'Arriere port. The depth of water on the bar is 17 feet to 17 feet 6 inches at spring tides, and with a west wind this is increased to 18 feet. At neap tides the normal depth is only 12 feet to 12 feet 6 inches, which increases to 13 feet with west winds. The entrance canal, outer port, and docks cover an area of 45 acres; the quays are 2,450 metres in length, and the extent of quay available for goods is about 76 acres. Various sums of money have been granted by the French Government at different periods to effect improvements in the port. From 1862 to 1869 the sum of 3,400,000 francs was expended, and from 1869 to 1874 about 4,600,000 francs. In September, 1874, the first stone of a new floating dock was laid amid the general rejoicing of the inhabitants of Dunkirk, but unfortunately little has been done since towards carrying on the work. The great danger to which the port is exposed arises from the nature of the coast, which is a succession of sand banks for miles on either side. The action of the wind and tide drives the sand into the entrance canal, and if means were not constantly employed to counteract this, the effect would be disastrous indeed. A dredging machine was employed during the greater part of the year 1872, and it is much to be regretted that it was not continued in use up to the present time. Recently it has been decided to call its services once more into requisition.

At the same time it should be mentioned that sluices have been constructed to assist in preventing the accumulation of sand, and these have produced some considerable effect. The authorities appear to be fully alive to the necessities of the case, and assert that when the improvements are completed the port of Dunkirk will be one of the safest and best in France. In concluding my remarks under this head, I may mention that the want of a graving dock is a great subject of complaint amongst English shipowners.

(p. 1190, Report for 1874.)

The average draught with which vessels can generally enter the port at spring tides is from 17 to 18 feet.

The work at the new docks is now progressing satisfactorily, much more labour being employed, and it is thought they will be finished in a year or two.

(p. 1084, Report for 1877.)

The greatest advantage of Dunkirk over other French ports bordering on the English Channel consists in having safe roads where large vessels may anchor to await the spring tides, and, if necessary, to lighten to a sufficient draught (18 to 19 feet) to enter the port. There are other advantages resulting from its situation in proximity to the great London market and to the very important industrial centres of the Nord and the Pas de Calais; but before Dunkirk can occupy the position it ought to do as one of the chief European ports it will be necessary to deepen the entrance channel, provide more docks and quays, and build warehouses. The present docks are totally inadequate for the large trade at this port. A dock measuring 13 acres, commenced in 1874, is expected to be opened this year This dock is urgently required, for the complaints by shipmasters against detention are constant. More and better cranes are also needed. At present much of the loading and discharging of vessels is done on men's backs, and warehouses are much wanted, for valuable property lies for weeks on the quays simply covered with tarpaulins. Yet, notwithstanding these drawbacks, Dunkirk is a busy place and occupies a high position among French ports. The tonnage entered and cleared has increased during the last ten years (1869 to 1879) from 858,050 tons to 1,602,845 tons. The Government is now taking a lively interest in the port. Last year 50,000,000 fr. were voted for its increase and improvement, and if this sum is judiciously expended a great future is undoubtedly before it, for it will then be enabled to compete with Antwerp with a fair chance of success.

(pp. 602-3, Report for 1879.)

Appendix.

21st Day, No. 9—continued.

A gradual improvement is to be noted in the depth of water on the bar; vessels drawing 20 feet can now enter without discharging in the roads, and in a few instances vessels drawing 21 feet have been able to get in. Much activity is displayed in the various works connected with the harbour; a new dock measuring 13 acres was opened with much rejoicing in October last. . . . . Two dry docks are being constructed, and will probably be opened in 1882 or 1883; they will admit vessels about 362 feet long.

(p. 797, Report for 1880.)

The continued dredging has considerably increased the depth of water on the bar, and vessels drawing 21 feet can now enter at spring tides; a short time ago a sailing vessel drawing 22½ feet safely entered the port. The new dock (Bassin Freycinet) opened in 1880 is found of the utmost service; unfortunately between this dock and the lighthouse there is a jetty which curves out slightly into the entrance channel, and owing to the current not being strong enough to thoroughly carry away the mud accumulated in the entrance channel it collects at this point, and vessels are from time to time touching or taking the ground, occasionally remaining one tide. I hear the authorities intend taking steps at once to remove this deposit, and it is to be hoped they will endeavour as far as possible to keep this point clear, in order to prevent the delay and risk of damage to vessels of large tonnage. The works connected with the increase in the number of docks decided on in 1879 are progressing slowly. When finished, Dunkirk will possess ample dock accommodation, and one of the chief things required will be an increased depth of water on the bar; in 1874, at spring tides, vessels drawing between 17 and 18 feet only could enter, now (1881) vessels drawing 21 feet can come in safely; this is a vast improvement, but to allow Dunkirk to take its proper place among European ports, a still greater improvement must take place.

(pp. 275-6, Report for 1881.)

The continued dredging has not materially improved the depth of water on the bar, which is much the same as in 1881. During the year 1882 two vessels, drawing nearly 22½ feet, came safely into dock. At the top of spring tides, except under exceptional circumstances, vessels drawing 21 feet may safely enter the harbour. There has been no increase in the dock accommodation during the year; the dry docks are not yet opened, and the patent slip is still unworkable. The second and third portions of the Bassin Freycinet are being excavated, but the work in general upon the docks is progressing very slowly.

(p. 751, Report for 1882.)

The dredging operations have been actively carried on during the past year. The depth of water at the entrance to the piers is about 26 feet to 27 feet at spring tides, and 23 feet to 24 feet at neap tides; but in the outer harbour there is not so much water by about 3 feet. At low water there is about 8 feet at the entrance to the piers, and about 5 feet in the outer harbour as far up as the new dock. The depth of water on the sill of the new dock (first portions of the Bassin Freycinet) is about 24 feet 5 in. (7 m. 45 c.) at ordinary spring tides, and 21 feet 2 in. (6 m. 45 c.) at ordinary neap tides, when this dock was commenced in 1874 the engineers appear to have had no idea the dredging would be so successful in increasing the depth of water on the bar. The largest vessel entering Dunkirk in 1884 was a steamer of 2,560 tons, and the deepest draught of water was that of a steamer drawing 22 feet 8 in.

On the works in connection with the new docks some 600 to 700 hands are employed; considerable progress has been made with the quay wall of darse No. 2 (the second portion of the Bassins Freycinet).

An addition of about three acres at the south end of darse No. 1 (the first portion of the Bassins Freycinet) was opened to shipping early in 1884, and the quay wall on the west side of the dock has been finished; but early this month (March), owing to some fault in the construction, the wall cracked for about 50 yards, some 10 or 12 yards falling into the dock: this side of the dock can only be used for discharging vessels into barges, as there is no quay space yet prepared to receive merchandise.

The docks at present available are quite sufficient for the trade of the port, and unless there is an immense increase in the imports (of which I see no sign) the new docks will be found much larger than will be equired for many years.

(p. 1035, Report for 1884.)

The new docks (Bassins Freycinet) in course of construction are divided into two distinct docks, and each dock is subdivided into divisions called two darses. Darse No. 1 was opened to shipping in 1880, but with quay space on one side only. . . . . .

Of darse No. 2, the two side walls and one end one (the north end will have no wall, being open to the rest of the dock) are being entirely reconstructed in stone, and may be considered to be from three-fourths to four-fifths finished.

Darse No. 3 has the quay wall nearly finished on one side; on the opposite side it is about four-fifths built.

Darse No. 4 is not quite finished excavating.

Two dry docks have to be entirely rebuilt, the walls of one of them have been already removed, and those of the other are in course of demolition.

(pp. 23-4, No. 300, Report for 1887.)

The constant dredging has removed the bar that used formerly to be at the entrance of the harbour. Some 12 or 14 years ago, owing to this bar, vessels drawing over 17ft. 6in. could not enter even at the top of spring tides; at present they can come into the harbour drawing 24 to 25 feet, but cannot dock quite at that draught as the depth of water on the sill of the new dock is no more than 24ft 3in. at the top of spring tides. The new lock to the Bassin Freycinet, which it is hoped may be finished in two or three years, is to have sufficient water on the sill to admit vessels drawing 34 feet to 35 feet.

The deepest draught of any vessel entering the harbour in 1888 was 24 feet, and the heaviest net tonnage 2,654 tons. . . . . .

A large building facing the new dock is now being constructed; it is estimated to cost £28,000, and is intended to contain most of the public offices connected with shipping, such as customs and bonded stores, harbour-master's office, tug and pilot offices, chamber of commerce, commercial museum, etc.; and a branch post and telegraph office.

(pp. 9-10, No. 506, Report for 1888.)

The works on the docks are making much progress, but at least three years will elapse before the completion of the new lock, which is to have a sufficient depth of water on the sill to admit vessels drawing 34ft. to 35ft. The Municipality and Chamber of Commerce have decided to guarantee a sum of £200,000, to be employed in widening the entrance between the piers; and when this is done, coupled with the new lock, which will admit the largest vessels, there will be nothing to prevent Dunkirk being as pre-eminent in the North of France as Marseilles is in the South.

. . . . . .

The construction of the new lock, which is to admit vessels drawing 34ft. to 35ft., has, I regret to say, made little progress.

No addition was made during the past year to the Dock accommodation, but some 200 yards of quay newly constructed on the east side of the Bassin de Commerce have been opened to shipping.

It is expected that darses Nos. 2, 3, and 4 (about 46 acres) of the Bassin Freycinet will be opened this year; they are already about half full of water.

The heaviest draught vessel that has ever entered dock without lightening was a steamer drawing 23ft. 6in., net register tonnage 2,317 tons. Vessels drawing 19ft. 6in. can enter the Bassin Freycinet at high-water neaps, and at low-water springs the out harbour is accessible to vessels drawing 8ft.

(pp. 1 and 10, No. 734, Report for 1889.)

The remaining portions of the Freycinet Docks were opened to shipping during the past year, and the first of the four dry docks has just been opened (April, 1891), the first ship to enter being a French sailing vessel.

Work on the new lock continues, but it will take about two years before it can be opened. This lock is urgently required in order to admit the deepest draught vessels. The Dunkirk docks are now upwards of 100 acres in extent, and the surrounding quays measure 7,700 yards.

. . . . . .

The entrance to the harbour is between two wooden piers, called the east and west piers. The east pier is

to be removed and placed further back, in order to give a width of 140 yards at the entrance, which near the lighthouse is to increase to 225 yards. It is hoped the widening of the entrance channel and the new north lock of the Freycinet Dock will be finished in two years. When these works are completed Dunkirk will be able to receive the largest vessels, and to enter into serious competition with Antwerp.

(pp. 1 and 10, No. 919, Report for 1890.)

Three dry docks have been opened during the year 1891, viz., Dry Dock No. 2 on April 29th, Dry Dock No. 3 on May 11th, and Dry Dock No. 4 on October 5th. 70 vessels (net register tonnage 95,736 tons) entered these docks, the largest being a sailing ship of 2,927 tons. The dock, which was opened in October, is called Dry Dock No. 4, and many shipmasters have said it is one of the finest in Europe.

The dimensions of the dry docks are as follows:—

Name.	Extreme Length of Dock.	Length on the Blocks.	Breadth at Gates.		Depth on Sill at High-Water Ordinary Spring Tides.
			On Sill.	At Top of Gates.	
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
Dry Dock No. 1 - - - -	352 8	324 9	45 11	67 7	21 2
„ No. 2 - - - -	352 8	324 9	45 11	64 4	26 1
„ No. 3 - - - -	282 7	249 4	45 11	64 4	21 2
„ No. 4 - - - -	601 2	556 1	68 9	90 3	26 6

The work of preparing the foundations for the new east pier at the entrance of the harbour is progressing, and it is hoped the old pier may be removed and the new one constructed in about two years. The alteration of the east pier will give a width at the entrance of 140 yards, which will increase to upwards of 225 yards near the lighthouse.

The new north lock of the Freycinet Dock will probably be finished at the same time as the widening of the harbour entrance, and will be of such a depth as to admit vessels drawing 35 feet.

When these two necessary improvements are finished there will be nothing, as far as the harbour is concerned, to prevent Dunkirk entering into close competition with the neighbouring port of Antwerp.

(p. 9, No. 1094, Report for 1891.)

There is little to say respecting public works. The large new entrance lock at the Bassin Freycinet will probably not be opened before 1895, at which time it is to be hoped the new eastern pier, which will so considerably increase the width of the entrance, may be finished; when these two important works are completed Dunkirk will be able to receive conveniently the largest merchant vessels. . . . .

The Chamber of Commerce have added to their old fleet of eight tugs a new and powerful twin screw tug, built at Havre, of 55 tons net register, and 1,260 horse-power, and which is capable of steaming 15 knots an hour. In addition to these nine tugs there is a screw tug of 360 horse-power belonging to a private individual.

(p. 11, No. 1237, Report for 1892.)

The work of laying the foundations of the new east pier at the harbour entrance has been completed, but the masonry is not yet finished up to its proper height. The woodwork will be commenced this summer, and the pier completed in 1895. It is hoped the old east pier will be removed and the necessary dredging done, so that the enlarged entrance to the port may be opened to shipping in 1896. The width at the east pier head will be 131 yards (120 metres), and abreast the lighthouse 218 yards (200 metres), and the depth of water 22 feet 9½ inches (7 metres) at high-water neaps, and 27 feet 8½ inches (8 metres 50 centimetres) at high-water springs. It is proposed when the new lock is opened to further deepen the channel by dredging it as deep as the requirements of navigation may demand, and so far as the available resources may allow.

The large new entrance lock (near the lighthouse) to the Bassin Freycinet is to be ready at the same time. Its sills will give a depth of 29 feet 6 inches (9 metres) of water at the lowest neaps, and 34 feet 4 inches (10 metres 50 centimetres) at the lowest springs.

When these two important works are opened to shipping Dunkirk will be able to receive the largest merchant vessels, and there is little doubt that such a vast improvement to the harbour will give a large impetus to the trade of the port.

(pp. 10 and 11, No. 1399, Report for 1893.)

The various works in connection with the harbour improvements were continued steadily during the year, and it is said the new North Lock of the Freycinet Dock will be opened in September. This lock is a most important work, and will at spring tides admit vessels drawing 34 to 35 feet. The lock is 580 feet 7 inches long, and 82 feet 5 inches wide. The depth of water on the lock sills at ordinary neap tides will be 32 feet 6 inches, and at ordinary spring tides 35 feet 9 inches.

The new east pier or jetty at the harbour entrance is almost finished; but nothing has yet been done towards removing the old east pier, and it is impossible to say when the enlarged entrance will be open to navigation.

(p. 12, No. 1716, Report for 1895.)

The fine new North Lock of the Freycinet Docks was opened in September with considerable rejoicing. This lock is now of considerable advantage to shipping, but its depth of water on sills and capacious size cannot be fully utilised until the enlarged and deepened entrance channel can be thrown open to navigation, which will probably not be done until the year 1899.

The new east pier at the harbour entrance is practically finished, and the old one, just begun to be pulled down, will, it is said, be finally cleared in 1898. A further year will, however, be required for the necessary dredging operations entailed by the removal of the pier and the additional width to be added to the entrance.

(p. 11, No. 1914, Report for 1896.)

The removal of the old east pier, begun in 1897, is making satisfactory progress, and is expected to be completed during the year; but the extra width gained by its removal will probably not be open to navigation until 1899. The width at the entrance between the piers will then be 140 yards, and near the lighthouse 225 yards.

The completion of this work with the deepening of the channel by dredging will enable Dunkirk to receive the largest vessels, and to enter into serious competition with Antwerp.

(pp. 13—4, No. 2092, Report for 1897.)

The quays are lighted by ordinary gas lamps, but since February, 1898, the electric light has been installed on some 1,560 running yards of quay, and, on application being made to the Chamber of Commerce, can be employed for the discharge of cargoes at night at a charge of 1 fr. per hour per light. A minimum of two lights must be used.

The old cast pier was finally removed in the autumn of 1898. The completion of this work and the deepening of the entrance channel has made the port of Dunkirk a very safe harbour for large ships. The heaviest net registered tonnage of any vessel entering in 1898 was 4,091 tons, and the deepest draught 25ft. 3in. Quite recently a vessel drawing 26ft. 3in. came safely into dock.

(p. 14, No. 2259, Report for 1898.)

The Chamber of Commerce, which formerly did all the towing at this port, now possesses only three tugs. There are, however, two tug companies at Dunkirk.

Appendix. 21st Day, No. 8—continued.

one owning five and the other three tugs. By making a contract with one or other of these companies a large reduction is obtained on the old tariff of the Chamber of Commerce, but when no contract is made this tariff is applied by both companies.

. . . . . .

It is proposed to increase the present accommodation for shipping by lengthening docks 3 and 4 of the Freycinet Docks, so as to add some 1,450 yards to the existing quay space. This work will be costly, as it will necessitate cutting through the ramparts.

(pp. 7 and 12, No. 2446, Report for 1899.)

Present Port Accommodation.

	Dock.		Lock.					
	Area.	Length of Quays.	Length.	Width.	Depth.		Depth on Sill.	
					Spring Tide.	Neap Tide.	Spring Tide.	Neap Tide.
	Acres.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
Tidal Harbour - -	–	2,950 0	4,265 0 (tidal)	420 0	27 0 high water 8 0 low water	27 10 high water 12 1 low water	---	---
Commercial Dock - -	13½	3,115 0	174 0	42 8	21 0	17 9	20 10	17 7
Marine Dock - - -	7½	2,296 0	—	—	21 0	17 9	—	—
Inner Dock - - -	6⅛	1,706 0	—	—	21 0	17 9	—	—
Freycinet Docks - -	76½	16,720 0	383 10 580 7	68 10 82 5	27 6 27 6 34 1 27 6 (Darses 1, 2, 3 and 4)	24 3 24 3 30 10 24 3	24 4 35 9	21 1 32 6
	103⅜							
Gridiron - - -	Available length on blocks, 155 ft. 8 in. for vessels not exceeding 400 tons register.							
Slip-way - - -	Open to vessels not exceeding 246 feet, nor 1,000 tons in weight. Depth of water on sill 23 feet.							

Dry Docks.

Name.	Extreme Length of Dock.	Length on the Blocks.	Breadth at Gates.		Depth on Sill at High Water Ordinary Spring Tides.
			On Sill.	At Top of Gates.	
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in
Dry Dock No. 1 - - - -	352 8	324 9	45 11	67 7	21 2
„ No. 2 - - -	352 8	324 9	45 11	64 4	26 1
„ No. 3 - - - -	282 7	249 4	45 11	64 4	21 2
„ No. 4 - - - -	601 2	556 1	68 9	90 3	26 6

All the docks are the property of the Government.

. . . . . .

There are considerable facilities for the rapid handling of goods intended for immediate removal, upwards of 42 private hand and steam cranes and 38 public hydraulic and floating cranes (one of 40 tons) being available for the purpose.

All the discharging quays are well provided with railway lines, and they are easily accessible for carts and wagons. Engines remove the loaded railway trucks twice daily, and take them to the station, whence they are sent to their destination. The docks are connected with the canals, and canal barges come alongside the ships.

. . . . . .

There are considerable facilities for bonding and storing goods. Two Customs warehouses are close to the docks, and the majority of the warehouses and stores are situated in the neighbourhood of the quays. The Chamber of Commerce has erected a large sugar bonded warehouse on Mole No. 1 of the Freycinet Dock with a storage capacity of 20,000 tons, and a second is to be erected. A wool warehouse is also nearly finished.

The Chamber of Commerce has also six lock-up sheds on the quays of Darses (branch docks), Nos. 1, 2, and 3 of the Freycinet Docks. These sheds will hold about 45,000 tons. There is a seventh shed used as an annex to the sugar warehouse. The storage capacity of the private warehouses is estimated at about 200,000 tons.

(pp. 6-7, 55 and 72, Commercial No. 5, 1900.)

CALAIS.

Port Improvements.

Some important works are about to be executed at this port to the east of the town of Calais, comprising a new and capacious floating basin, an entrance harbour to the same, new and more powerful sluices, and a railway station more conveniently adapted for the packet service.

These works were authorised by a vote in the National Assembly in November, 1875, and are estimated, with some slight modifications to the original plan, to cost 15,000,000f., or £600,000. By the aid of the new sluices a greater depth of water will be obtained at the entrance of the harbour. While, however, this increased depth will naturally be of the greatest benefit to shipping, it is much to be desired that the question of widening the mouth of the harbour should not be overlooked, for in truth the one is almost as indispensable as the other.

The amount required for carrying out these improvements is to be advanced to the Government by the Calais Chamber of Commerce, and this corporation, to indemnify themselves for the difference of interest payable, are authorised to levy a tax of 45c. per registered ton on all vessels entering the port with merchandise, and of 10c. per ton on passenger vessels. Pilot and fishing boats, however, as well as French men-of-war, are exempt. This tax takes effect from the 1st of January, 1876, though the works projected will certainly not be commenced this year.

The extent of the new sluice basin is to be 197 acres, and the floating basin proposed will be 2,296ft. in length by 393ft. in breadth. The mail packets will lie alongside a new quay of a length of 984ft., and where there will be 12ft. of water at the lowest tides.

Such are the works as at present proposed, and when finished they will doubtless be of great benefit to the port of Calais; but several years must elapse before their completion.

(p. 1,217, Report for 1875.)

The works connected with the port of Calais, alluded to in my last report, were commenced in March of the present year, and are at this moment being pushed forward with considerable activity.

(p. 1,283, Report for 1876.)

The works in connection with the new floating dock and other improvements in the harbour and pier for the mail and passenger service are progressing rapidly. . . .

These consist—

1st. In the construction of a new floating dock to the east of the town of Calais for the accommodation of a larger class of merchant vessels than can at present enter the port. This dock will have a total length of 2,295ft. by 393ft. in breadth.

2nd. The construction of new and more powerful sluices, to keep a more uniform depth of water at the mouth of the harbour.

3rd. A new packet quay, 984ft. long, with a depth of water of 12ft. at the lowest tides, and where the mail packets will consequently be able to come alongside at any state of the tide. On this quay there will be a new railway station (Gare Maritime), with custom house, refreshment rooms, etc.

These works were begun in the spring of 1877, at an estimated cost of £600,000, and it was then stated that they would be completed in eight or ten years from that time. This, however, I have great reason to doubt.

Since my report of last year great improvements have been made as regards the depth of water at the entrance of Calais Harbour, and steam dredgers have been most successfully employed in clearing away the sand. The result is that the entrance to this harbour is now better than it has been for very many years past, and the mail service is carried on uninterruptedly at any state of the tide. (pp. 791-2, Report for 1881.)

The Chamber of Commerce of this town has applied to the Government for the necessary authorisation to impose a tax of 15 centimes (three-halfpence) per ton on all cargo vessels, and of 5 centimes (one halfpenny) per ton on all passenger vessels visiting this port, to enable them to meet the cost of the construction of covered sheds or warehouses, cranes, etc., around the quays and docks which are now being constructed by the Government at this port, for which an expenditure of 34,000,000 francs, or £1,360,000, has been authorised. . . .

When the new harbour works are completed the accommodation of the port will be immensely increased. . .

Along all the quays there are to be lines of rails for the movable cranes to run on, so that they may be placed wherever required. . . .

The tonnage duty is intended to be security for the expenditure which the Chamber of Commerce will have to incur for the erection of all these necessary appliances, such as warehouses, cranes, etc., since the works for the general improvement of the port and the construction of the floating dock, etc., are being carried out at the expense of the Government.

(pp. 1-2, Commercial No. 15, 1883.)

With regard to the harbour works here, on which I furnished a full report and plan in January, 1883, I have only to state that they have been actively proceeded with during the past year, and are still being pressed forward. Whether sufficient funds will be forthcoming to enable this to continue I cannot say, but if matters go on as at present I see no reason to doubt the opening of the new floating basin and tidal harbour for the mail steamers by the end of 1885, as I previously stated. The necessary authority has been granted to the Chamber of Commerce to impose a tax of 15 centimes (1½d.) per ton measurement ("tonneau de gauge") on all vessels entering the port with cargo or arriving to load cargo, which is reduced to 4 centimes for vessels intended specially for the passenger service, provided any cargo they may carry does not exceed the tenth part of their tonnage. This tax came into force on the 1st of January, and is granted towards payment of the interest and sinking fund of a loan of 2,200,000fr. (about £88,000) raised by the Chamber of Commerce for the purpose of erecting covered sheds or warehouses, cranes, and other appliances around the new quays.

(pp. 485-6, Report for 1883.)

The new works are fast approaching completion; it is proposed they should be formally opened in the month of June, and I see no reason why the new mail packet quay station should not be available by that time. . . . .

In the new tidal harbour there is to be a minimum depth of four metres or 13 feet at low water of ordinary spring tides, and alongside the quay on the south side of it, which will have a length of 240 metres or 262 yards, there is to be a depth of 7 metres 50 centimetres, or 24ft. 7in. at low water of ordinary spring tides, and of 7 metres or nearly 23ft. at low water of extraordinary spring tides. This quay is for the accommodation of large merchant vessels, and this depth of water is to be maintained alongside of it in the hope of inducing large Transatlantic steamers to call at this port, as they will be able to remain at all times afloat alongside the quay and to enter and leave the harbour except for two hours before and two hours after low water. Close alongside this quay there will be lines of rails, which are also to run through and along each side of a warehouse, which will be 160 metres or 175 yards long, and have an enclosed width of 40 metres or 44 yards, besides projecting roofs of 4 metres or 13ft. on each side. Thus goods can be landed direct from the vessels laying alongside this quay into covered warehouses, whence they can be loaded into railway trucks, or can be put into them direct.

The new floating dock, with some 1,800 metres or 1,968 yards of perpendicular quays, and an area of about 27 acres, with lines of rails running round all the quays, will also be opened to shipping at the same time as the tidal harbour. On the west side there will be one small warehouse, 80 metres (87 yards long), and a large one, 320 metres or 350 yards in length. These will have an enclosed width of 40 metres, with extending roofs of 4 metres on each side; all these warehouses are nearly completed as well as the lines of rails, and the Chamber of Commerce will also provide hydraulic cranes and other appliances, intending that vessels visiting this port should find every convenience

and be enabled with despatch to discharge cargo into railway trucks or direct into warehouses. This dock being in communication with the canal system of the north of France and Belgium, vessels will also be enabled to discharge cargo direct into barges to be taken away by canal or to receive it in a similar manner.

The approach to the floating dock is from the new tidal harbour. There are two parallel locks: the one has a width of 21 metres or 68ft. 10in., and a clear length of 150 metres or 426ft.; the other a width of 14 metres or 46ft., and a clear length of 135 metres or 442ft.; and I learn from the engineer-in-chief of these works, Monsieur Vétillart, that the sills of these locks will be 2·50 metres or 8ft. 2in. below low water of ordinary springs, allowing of the entrance into the dock at high water springs of vessels drawing 8·50 metres—say 27ft. 10in.—and at high water neaps of vessels drawing 7·25 metres—say 23ft. 9in.—and there will also be a minimum depth of 7·50 metres—say 24ft. 7in.—in the dock. At its extremity there is a dry dock, which will admit the largest vessels, unless their length should exceed 140 metres—about 458ft.—but this will not be ready for use until the end of the year, as it will require some months before the caissons and pumping machinery are completed.

(pp. 14-5, No. 490, Report for 1888.)

In my report last year I stated that the new harbour works at Calais were fast approaching completion. I have now to record that they were formally declared open, amidst great rejoicing, by M. Carnot, the President of the Republic, on June 3rd . . . . .

As I have said, the floating dock is completed, as are also the warehouses, hydraulic cranes, apparatus for lighting with electricity, lines of rails, etc.; all that is wanting now are ships to fill it; these have not yet arrived. So far, it has only afforded accommodation to the few vessels which formerly used the old floating dock; this latter will continue to be used for vessels with petroleum, as also for small vessels. The dry dock is not yet ready for use, the caissons and pumping machinery not being completed. Quays have been levelled, roads made, bridges built over the new canals and lines of rail: indeed, an immense amount of work has been done, and very thoroughly too, but there are many things still to be completed; for instance, the entrance from the old tidal harbour has to be rounded off, and the old and new quays united.

There can be no question as to the facilities afforded inside the port, but the same cannot, unfortunately, be said of the approach. There is plenty of water for large vessels to enter for at least two hours before and two hours after high water; but in spite of the dredging which is carried on outside, a continuance of north-east winds always brings up sand, which begins to form a bar if the weather is too bad for the dredgers to work for some days. This is an inconvenience, and it is much to be desired that something should be done, and at once, to render the approach to the harbour worthy of the accommodation afforded inside; the matter, I understand, is under consideration, and it could, it is believed, be effectually accomplished by building a short breakwater to the eastward.

(pp. 17-8, No. 697, Report for 1889.)

There is little to report as to the progress of the harbour works at Calais during the past year; attention has been directed to completing details; however, the dry dock is not yet available for shipping, though I believe it will be before the end of June, as the pumping machinery has been erected and the iron caisson for closing it is being put together on the quay. . . .

The widening of the entrance to the port by the reconstruction, further to the eastward, of the existing east pier, always formed part of the project, and was referred to in my report on this harbour, of January, 1883, but it has now been decided to enlarge on the original plan; the width between the pier heads is now 90 metres (292ft.); the width between the present west pier head and the new east pier head will be about 120 metres (390ft.).

. . . . . .

The amount already spent by the Government department having charge of the various alterations and improvements at this port, including the removal of the old fortifications, amounts up to the present to 40,000,000 francs, say £1,600,000, and the completion of the works above referred to, with dredging, etc., will certainly not fall short of 4,000,000 francs, or £160,000 more. This does not include the expenditure of about £320,000 which has been incurred by the railway company for altering their line, new stations, sidings, etc.

If my figures are correct, and I am satisfied they are, the total cost of the works connected with the improvement of the port and town of Calais amounts to at least £2,000,000 sterling, and in this sum is not included the large sum expended by the military authorities in constructing the new line of fortifications, earthworks, ditches, etc., now forming the greatly extended military enceinte of Calais, which includes St. Pierre, a former suburb grown to be much larger than the parent town; nor does it include some £88,000 which the Chamber of Commerce has spent, or is spending, on supplementary appliances, such as cranes, tugs, etc.

I should mention that the 40-ton hydraulic crane is available and in working order; the two small tugs at this port still belong to a private company, but the Chamber of Commerce expect shortly to be authorised to take over this service, when they will at once procure powerful tugs.

. . . . To sum up the actual condition of the port, it may be said that it has never been so good as it is at present, and the satisfactory depths now gained bid fair to be maintained and increased by the larger plant of dredgers, etc., kept for the works at this port.

(pp. 20 and 21-2, No. 859, Report for 1890.)

Last year I reported very fully on the works in progress for the final completion of the interior of the harbour, and also for the new pier which it is hoped will improve the entrance to the port. It would have occurred to most people that the completion of the improvements to the entrance of the harbour should have been undertaken and completed before the interior accommodation, but this was not the plan adopted here. . . . .

With regard to the depth of water at and outside the entrance to this port, I may state that it has been satisfactorily maintained during the past year; dredgers have been kept regularly at work; no further important improvement to the entrance can take place until the new east pier is completed.

The dry dock in this port was finally completed, and the first vessel, a British steamer, was safely docked on October 20th. It can receive large vessels; its dimensions are given by the Chamber of Commerce as follows:—

	ft.	in.
Breadth at entrance - - - -	69	0
Length on blocks - - - -	426	0
Length at half height - - -	500	0
Depth of water on sill (spring tides)	28	8
Depth of water on sill (neap tides) -	24	5

The completion of this dock will prove of benefit to ships meeting with accidents on this coast; but although this port now possesses a good dry dock, there are no proper facilities for repairing ships, as there is no factory capable of doing work for iron vessels, nor, indeed, are there any shipwrights capable of undertaking any but the simplest repairs for wooden vessels.

The Chamber of Commerce, which last year bought the tugs which belonged to a small private company, has now itself undertaken the towage at this port, and a regular tariff of charges has been drawn up and sanctioned.

The two tugs they bought were small paddle-tugs, and not sufficiently powerful, but they have now had built a twin-screw tug of 500 horse-power, French computation. As the tugs are kept afloat in the tidal harbour vessels approaching this port can in future always rely on being able to obtain a tug.

(pp. 13-5, No. 1076, Report for 1891.)

Work has been carried on steadily, but I cannot say rapidly; during the past year, however, considerable progress has no doubt been made towards the completion of the quay walls, which is so far well, as it will enable the inside of the harbour to be cleared, deepened, and finished off, but the essential matter is the new pier. . . .

The accommodation in the interior of the harbour is very good, but the entrance is no wider than it was years ago, and a wide and safe entrance is really the most important point in a harbour; it is therefore to be hoped the assurances that the work is going to be pressed forward may prove correct. It is always rash to offer an opinion as to when such works may be completed, for, apart from unforeseen accidents which may retard progress, one can never tell whether continued and sustained efforts will be made to push it on, all depends on this and the number of hands employed.

The dry dock was opened in October, 1891. I gave its dimensions in my last report; it is available for ships, but very few have taken advantage of it; some of the mail steamers have used it. Electric lights have now been fitted round the dock, so that vessels can be docked, and work carried on at night if required.

(pp. 21-2, No. 1167, Report for 1892.)

With regard to the interior of Calais harbour, I have only to supplement my report of last year by stating that the quay walls have been completed, and the inside of the harbour itself deepened and cleared.

With regard to the entrance, which is of such vital importance, I regret having nothing satisfactory to report. . . . . It is now again affirmed that the works of the new East Pier will be pushed on; contracts have been made, and it is to be completed within three years. There is no doubt that it could be completed and the wreckage of the old pier removed within that period, and even sooner, but all depends on how the works are pushed on and the number of hands employed.

More vessels now avail themselves of the dry dock, and the mail packets continue to use it.

(pp. 16-7, No. 1332, Report for 1893.)

When the new Calais harbour was opened in 1889 it was confidently anticipated by the Calaisien that a new era in the history of Calais had commenced, and that the trade and commerce of the town were about to increase at a bound. . . .

Trade has not increased, but has never been so bad as at the present moment, at any rate so far as the principal industry, the lace trade, is concerned.

The floating, or "Carnot Dock," with an area of 23 acres, and a quay area of 181,000 yards, communicates with the tidal way by two locks, one 68ft. 4in. wide and 436ft. long; the other 46ft. 2in. wide by 451ft. 3in. long. The depth of water at spring tides on the lock sills is 28ft. 8in.; at neap tides 24ft. 5in. At the southern end of this dock is a dry dock 69ft. wide at the entrance, and 426ft. long on the blocks, and 500ft. at half height.

There is also a careening gridiron 65 yards long. This is situated at the end of the western tidal basin.

Altogether the interior of the harbour leaves little to be desired. However, with all these internal advantages constructed at a very heavy outlay, and which must be kept up at a considerable expense, constant dredging being absolutely necessary, the anticipated increase in shipping has not yet appeared.

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The present entrance to the harbour is a difficult one to make in heavy weather. This fact having been recognised it was decided in 1890 to enlarge the entrance. The work, though not carried on with that rapidity which the exigency of the case and the interest of the port demanded, is now so far advanced that one may reasonably hope to see it finished during the coming summer.

The entrance will be increased about 142 feet, making a total width of 430 feet, over which there will be 36 feet of water at spring tides, and some 31 feet 8 inches at neap tides. At half spring tides, 25 feet 10 inches; half neap tides, 25 feet 8 inches; low water neap tides, 19 feet 5 inches; spring tides, 15 feet 6 inches.

This enlargement will be of considerable benefit to the mail service, as it will enable the large vessels to run during most weathers, but whether it will be a means of attracting merchant vessels is a question which only time can solve.

(pp. 2 and 3-4, No. 1,670, Report for 1895.)

The increased breadth of the entrance to the harbour, and the solid stone foundations of the new East Pier have had the effect of maintaining a greater depth of water than was possible before, while the system of suction-dredgers in use is very efficacious in removing accumulations of sand and mud.

Some practical men still think that something in the nature of a breakwater, or an extension of the East Pier toward the N.N.W., would still further improve the entrance, and cause this port to rank next to Cherbourg for facility and security along the northern coast of France.

Taking it as it is, with its present entrance and channel with a minimum depth of 10 feet at low-water spring-tides, 29 feet at high-water neaps, and 34 feet at springs, its commodious and deep docks with powerful cranes for rapid loading and discharging, its excellent dry dock for repairs, splendid warehouses for grain and other merchandise, and good service of tugs and pilot-boats, it is a port of which the Municipality and Chamber of Commerce have good reason to be proud, and, considering the immense outlay made for its modern development and improvement, they are naturally indignant to find it, under an old prejudice resulting from a very different and long-past state of things, still placed at a disadvantage compared with other northern French ports by being rated at an extra freight in charter-parties for grain cargoes, from the ports of San Francisco, California, and Portland, Oregon.

(p. 4, No. 2,099, Report for 1897.)

The Chamber of Commerce, to which is so largely due the credit of making Calais the excellent and safe port which it now is, took the generous and courteous initiative of inviting, in September last, a party of some 200 English guests—shipowners, underwriters, merchants, and others, with representatives of the London, Chatham and Dover, South Eastern, and Northern of France Railway Companies, and of the British press—to visit Calais, and make themselves acquainted with the port in its improved condition.

(pp. 6-7, No. 2,234, Report for 1898.)

The French-built mail steamers "Nord" and "Pas-de-Calais" have been frequently under repair, being seldom both in running order at once, and English boats have sometimes been lent to carry the French mail. I am informed also that the above two boats are of such width as to be barely able to pass through the locks between the outer and inner harbours, while their draught of water also proved larger than was intended in the specifications, necessitating extra dredging of the channel between the piers, to which, it is said, that the builders have to contribute the sum of £4,000. This deepening will, of course, be of advantage to general shipping, a minimum being obtained of 11 feet 6 inches below the zero of Admiralty charts over a width of about 80 yards.

. . . . . .

The depth of water between the piers and in the tidal basin is kept up by suction dredges and by a very powerful bucket dredger, which is the property of the Government Department of "Ponts et Chaussées," and serves the three ports of Calais, Boulogne, and Dunkirk.

(pp. 3-4 and 5, No. 2,409, Report for 1899.)

Appendix.

21st Day, No. 9—continued.

Present Port Accommodation.

	Dock.			Lock.			
	Area.	Area of Quays.	Length of Quays.	Length.	Width.	Depth.	
						Spring Tide.	Neap Tide.
	Acres.	Sq. yds.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
Harbour (entrance)	—	—	—	—	430 0	34 0 25 10 (half spring) 15 6 (low water spring)	30 0 25 8 (half neap) 19 5 (low water neap)
Carnot Dock	23	181,000	—	436 0 451 3	68 4 46 2	28 8 (on lock sills)	24 5 (on lock sills)
Western Dock	—	22,000	1,800	—	—	(Level of lock sill is placed too high for vessels of over 15 ft. draught).	
Canal Dock connecting	10	—	5,200	236 6 236 6 230 0	19 8 19 8 17 1	—	—

	Length at Half Height.	Length on the Blocks.	Width at Entrance.
	Ft.	Ft.	Ft.
One Dry Dock	500	426	69

All the docks are vested in the Chamber of Commerce.

. . . . . .

For loading or discharging cargoes, the public plant, under control of the Chamber of Commerce, consists of the following travelling hydraulic cranes and jiggers—

Jigger of	15-cwt.	power - - - - 6
Cranes of	30	,, - - - - 10
,,	50	,, - - - - 2
,,	5-ton	power - - - - 2
,,	10	,, - - - - 1
,,	20	,, - - - - 1
,,	30	,, - - - - 1
,,	40	,, - - - - 1

The 40-ton crane is provided with necessary implements to enable the landing or shipping of marine boilers, steam or locomotive engines, and other heavy machinery, as well as the shipping and unshipping of lower masts and funnels of vessels.

Besides these cranes, which are situated alongside the Carnot Dock, there are two hand cranes at the old harbour, one of 10-ton power, the other 30-cwt. power. There is a good shed accommodation for storage and stowage of goods, the largest of which has a length of 1,050 feet. Lines of rails and sidings run parallel to each side of these sheds, and afford facilities for loading and unloading waggons of merchandise at little expense. . . .

Electric light is used on the quays and in the sheds and warehouses, and cargoes can be worked at night, by permission, as they also can be on Sundays and holidays, by special licence from the Customs authorities, and under supervision of an officer of Customs.

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There are at Calais five bonded warehouses belonging to the Chamber of Commerce, including a special one recently constructed near the Carnot Dock for sugar, which can contain 120,000 sacks, and a straw shed on the East Quay.

The first is worked by the Customs authorities. All goods liable to import duties, manufactures of all sorts, colonial produce, such as tea, coffee, etc., may be deposited therein in bond, awaiting shipment, re-shipment, or payment of duties for consumption.

The second bonded warehouse, worked by the Chamber of Commerce, takes in goods of all kinds free of Customs dues, those of a dangerous nature excepted.

The third bonded warehouse, under the Chamber of Commerce, but under the supervision of the Excise authorities, is exclusively devoted to the sugar trade.

Besides these bonded warehouses, there is annexed thereto an extensive and palisaded ground near the Carnot Dock, where can be deposited, in bond or otherwise, goods which by their nature incur no risk of deterioration, such as pig-iron, iron, timber, coals, etc. This ground is connected by rail with all the harbour works and the harbour railway branches.

(pp. 6, 59, and 72, Commercial No. 5, 1900.)

BOULOGNE.

Port Improvements.

Harbour.—The length of quay accessible to vessels for loading and unloading is 1,550 metres, or 5,015ft.

Floating Basin.—This basin, it is expected, will be opened for navigation in the course of the year 1867, and will add an additional length of 1,050 metres, or 3,500ft.

The depth of water has been estimated by the engineers-in-chief, Messrs. Leblanc and Legros, as follows:—

	Ft.	In.
At the highest known tide	31	0
At the ordinary spring tide	29	8
At the ordinary neap tide	23	7
At the lowest known ebb	1	8
At the spring tide ebb	3	10
At the neap tide ebb	9	1

Mean depth, 16ft. 9in.

(p. 521, Report for 1864.)

A large floating dock, constructed at the cost of more than £250,000, was opened here on the 15th August last; it has a superficial area of 17 acres, and a quay wall of 1,150 yards in length; this great work gives additional space for discharging merchandise to the extent of 24,607 square yards.

Along the eastern side the Northern of France Railway have established two lines of rails, communicating (by a siding running across the Place Bellevue) with the Quai de la Cirque, which leads to the goods station.

At the north-western angle a slip has been made for discharging cargoes of wood, 66½ yards wide, from 32 inches below high-water mark at neap tides.

The dock communicates with the harbour by a sluice, 23in. wide, furnished with two pairs of gates, with a lock between them; the lower gates are of iron, moving on iron racers, the upper one of wood on hinges; the lock is 109 yards long, and its depth of water is 29½ft. at spring tides, and 23ft. 8in. at neap tides, thus giving a greater depth than at the entrance to the harbour, where, taking into consideration the often heavy rise of the sea, and the presence of a shifting sandbank bearing from south-west against the jetty, no greater depth can be safely counted on than 22½ft. spring tides, and 16½ft. neap tides.

To the west of the lock entrance is a large creek, at the end of which building stocks are constructed, and two vessels have already been laid down. A light iron construction, for the facility of towing fishing boats, will join the western or lower end of the sluice with the south-western pier, with a passage for vessels into the creek. This will be finished in 1869.

	Depth of Water.		Breadth.	Water Surface.	Length of Quay.	Surface of Quay.
	Spring Tide.	Neap Tide.				
	Ft. ins.	Ft. ins.	Yards.	Acres.	Yards.	Sq. yds.
Harbour	23 5	19 10	—	32	1,811	10,936
Floating basin	—	—	—	17½	1,146	24,607
Sluice of floating basin	29 6	23 8	23	—	—	
Total Harbour and Floating Basin				49½	2,957	35,543

(pp. 22 and 21, Report for 1868.)

The great works undertaken for the construction of a floating dock, and the lesser works connected with it, may now be considered completed, with the exception of some improvements to be made in conjunction with the south-western pier. The total expenses, which were calculated at £289,600, have actually amounted to £290,950. The channel of the sluice has been deepened, the clearing of the dock is finished, the main channel of the River Liane has been also deepened for a distance of three miles from the harbour mouth, and the Boulevard Daunon, formerly Imperatrice, has been extended to the main Paris highway, and connects the port with the interior of the country by a magnificent road. All the large vessels that arrive now take advantage of the floating basin, only passenger steamers and fishing boats making use of the harbour.

(p. 66, Report for 1871.)

The works now in course of execution for the creation of a deep water harbour were authorised by a French law of the 17th of June, 1878.

The plans adopted for the project comprised—

1. The construction of an enclosure formed by two sea walls and a breakwater into a quadrilateral, whose length parallel to the shore will be 1,900 metres, and whose breadth perpendicular to the shore, and beginning at high-water mark at ordinary spring tides, will be 1,700 metres. The breakwater will run parallel to the coast in a depth of water of from 7 to 8 metres below the level of the sea at the lowest tides; it will have a length of 1,100 metres, in two divisions, separated by an opening of 250 metres. On the south side it will be joined to the coast by the sea wall of the south-west side of the harbour, with which it will form an angle of about 70 degrees with the breakwater. On the north-east the present wooden jetty will be prolonged by a stone wall for 1,400 metres, until it comes out opposite to the north end of the breakwater, between which and the end of the north-east jetty there will be an opening of 150 metres.

2. Within the enclosure thus formed there will be a traverse, or steam-packet pier, of 200 metres in length, destined to serve as a landing-place for packet boats at all times of the tide.

3. Seventy-seven hectares of the whole space of 300 hectares thus enclosed are to be dredged to a depth of water of 5 metres below the level of the lowest tides. The space thus to be dredged will comprise all the space in front of the steamboat piers, and about 200 metres on either side of it.

The estimates of the expenses of the works authorised by the above-named law amounted to 17,000,000fr., thus divided:—

	Francs.
1. Construction of the shore walls and breakwater	11,253,000
2. Steam packet pier	2,800,000
3. Dredging	1,906,000
4. Sundries	1,331,000
Total	17,000,000

When the project is completed, Boulogne will possess a well-sheltered harbour, into which the largest ships of the mercantile marine will be able to enter at all times of the tide.

About 12 acres of this harbour will have a depth of 22ft. below the lowest level of low water; 98 acres will have a depth of from 19ft. to 22ft.; and about 190 acres a depth of 16ft. Taking account of the space which must be reserved for the passages of the steamboats going to the jetty and of ships to the old harbour, there will be in the new harbour space for refuge for two or three ships of a draught of water of from 18ft. to 21ft., and for five or six ships with a draught of water of from 15ft. to 18ft.

Along the southern face of the steam-packet jetty there will be room for two packet-boats drawing about 12ft. of water, of the same build as those which run between England and Ireland.

At special states of wind and tide it is imagined the north side of the steam-packet pier will not be available, although there will also be room there for two steamboats.

The great and immediate service of the new harbour will, however, it is supposed, consist in the advantages it will offer for the working of the present harbour, by rendering its entrance more easy, and by affording shelter for vessels in all weathers, who will find a safe shelter where they can await, behind the sea walls, the time of tide when the gates of the floating dock can be opened.

The projected harbour has thus briefly three chief objects: 1. To be a small harbour of refuge. 2. The improvement of the passenger service between Boulogne and England. 3. The improvement of access to the present harbour. . . .

Appendix.

21st Day, No. 9—continued.

There were various unsuccessful attempts to obtain contracts for the execution of the whole project at the cost of 17,000,000fr. (£680,000), but no contractor would face the risk. The work has therefore been let out in portions, and Messrs. Varinot and Coville, well-known French contractors, who have already executed large works at Calais and Dunkirk, undertook the first instalment of the project, at a cost of 5,270,000fr.; and this portion is nearly completed. . . .

There has been a good deal of damage done by the sea during the execution of these works amounting to 1,625,000fr. The experience, however, thus gained has been turned to advantage for increasing the solidity of the works; and from the opportunity afforded by this experience it is calculated that the completed works will cost 32,000,000fr., instead of 17,000,000fr.

It is proposed now to restrict the next portion of the works to be put up for contract to the remainder of the south-west sea-wall and the breakwater, leaving the rest of the project for subsequent operations. This next portion will be offered for contract at 12,000,000fr. Before the whole of the project is completed from 10 to 15 years will probably elapse.

(pp. 1401-3, Report for 1881.)

The works for the creation of a deep-water harbour are progressing favourably.

(p. 2153, Report for 1332.)

There is a scheme now under consideration for altering considerably the present harbour; as it would be impossible to dredge close up to the present stone quays without interfering with their foundations, and for other reasons, it is proposed to widen the existing quays by about 7 metres (22 feet 9 inches). On the west side there is a wooden landing stage of this width, and 590 feet long, built out from the existing quay; this was erected a few years ago for the accommodation of the steamers of the South-Eastern Railway Company to and from Folkestone, which run in connection with the daily express service between London and Paris; from the end of this landing stage to the extremity of the harbour a new stone quay would be built, which would be carried down 6 metres (19 feet 6 inches) below the bottom of the present one. A similar quay would be constructed on the opposite or east side for the greater portion of the length of the existing quay, but about 7 metres outside of it; the harbour at its extreme end would still have a width of about 125 metres; the port would then be dredged inside, so as to secure a uniform depth of not less than 3·75 metres, or just over 12 feet at dead low water of the spring tides, which would enable fishing boats to remain always afloat.

It is estimated that these improvements would cost 5,000,000 francs (£200,000); though it is expected the Government might assist, it is probable that this sum would have to be provided in the first instance by the Chamber of Commerce, and there is a question of raising the passenger tax, the proceeds might be devoted to assisting it in doing so.

The engineers at first proposed to widen the quays on the west side by about 25 metres, so as to afford room for the erection of warehouses, but this was opposed by the fishermen and given up. The contemplated alterations would benefit all vessels so far as regards an increased depth of water, but I believe they are specially designed for the benefit of the fishing interest, which, in the opinion of the majority of people here, is of far greater importance than the foreign trade.

I am told that the Boulogne fishing boats, many of which draw over 10 feet, now last about 10 years, and that they would last double the time if they could always remain afloat, which would be possible with the increased depth inside. Moreover, they would then be able to enter and leave at any time, except, perhaps, just at low water, which would be of great advantage to them.

. . . . . .

The width of the harbour at the entrance between the piers is 72 metres, or about 236 feet at the mean level of high water neap tides, but, as the stone foundation of the wooden piers slant inwards, the actual width of the channel is reduced to about 50 metres, or 164 feet at the base of the slope.

Owing to the dredging which has been carried on outside the harbour, I am informed by the Government engineers that there is now a channel with a depth outside the harbour of 12½ metres, or 41 feet at mean high water spring tides; of 10·60 metres, or 39 feet 9 inches at mean high water neap tides; and of 9·80 metres, or 32 feet 2 inches at lowest high water neap tides, and of 3·30 metres, or 12 feet 9 inches, at low water spring tides; and the present depth in the channel inside the piers is at all states of the tide about 2 metres, or 6 feet 7 inches less than that of the channel outside.

The depth on the sill of the floating dock is 9·10 metres, or 29 feet 10 inches at high water spring tides, and 7·20 metres, or 23 feet 7 inches at high water neap tides. The area of the dock is 6 hectares 87 ares (about 17 acres) with 1,043 metres of quays, along the greater portion of which there are rails.

. . . . . .

The new south-west breakwater affords at all times considerable protection to the entrance of the harbour from the south-westerly winds, which are the prevalent ones here; and the current, which ran strong in front of the pier heads, has been thrown further out; the breakwater is so low and narrow, that in rough weather, towards high water, the sea breaks right over it; this, together with the insufficient depth of water inside, prevents it being at present a safe refuge for large vessels.

It has now been completed for its whole length up to above low water, and a wall built along the greater portion of it; at its extremity a small lighthouse has been erected, but no light is as yet exhibited from it.

The works were suspended during the winter, and the entire sum of 17,000,000 fr. (£680,000), which was the original estimated cost of the whole of the projected works for a deep sea harbour, has been expended on this breakwater alone; it is probable that it will not be finally completed for some time, since, I am told, that only about 200,000fr., or £8,000 a year, will now be available to be expended upon it; which, allowing for the expenditure necessary for keeping it in repair, will barely suffice to complete it in about four years. As for the further portion of the works comprised in the original scheme for a deep sea harbour, viz., a north-east breakwater, which would form a prolongation of one of the existing piers, and a detached breakwater—all idea of carrying them out seems to have been abandoned for the present, but, I understand, that there is an intention of placing a mooring buoy inside the breakwater, where there will be about 16 feet of water at low tide, and that very probably some dredging will be done inside the breakwater. A suction dredger is kept constantly at work outside the harbour.

(pp. 12-4, No. 300, Report for 1887.)

The scheme, of which I gave details in my report last year, for deepening the interior of the harbour has been definitely approved and sanctioned, and the work of dredging, etc., is to begin very shortly. The estimated cost is now 4,600 000 fr. (or £184,000), a little less than I then gave, and by a decree of December 4th last, the Minister of Public Works is authorised to accept a contribution towards these works of 3,200,000 fr. (or £128.000) from the Boulogne Chamber of Commerce, which is to be raised by means of a loan.

. . . . . .

With regard to the projected outer or deep-sea harbour, the south-west breakwater is virtually completed, and a light is now exhibited from the small lighthouse at its extremity. This breakwater, as I have previously reported, affords considerable protection to the entrance of the harbour, but all idea of commencing the other works comprised in the original scheme has been given up, for the present at all events. The deepening of the present harbour will be an undoubted improvement and advantage, but it will not increase the interior harbour accommodation. The space set aside for steamers in the tidal harbour is limited, and could not be increased without seriously interfering with the fishing industry, as the quay space now available for fishing boats is not more than they require.

(pp. 13-4, No. 490, Report for 1888.)

In my yearly report published in 1888, I gave, in great detail, the particulars of a scheme for deepening the interior of the existing tidal harbour, so as to obtain a minimum of 12 feet at low-water spring tides. I reported last year that the scheme, having been definitely approved and sanctioned, work would soon begin; some dredging has been carried on inside the harbour as well as out, but I do not think much has been done. . . .

On June 4, M. Carnot, the President of the Republic,

came to Boulogne, after having opened the new works at Calais on the previous day; he visited the harbour and was taken out to officially inaugurate the completion of the south-west breakwater, which is to be known hereafter as the "Digue Carnot;" this breakwater, as I have before stated, affords considerable protection to the entrance of the tidal harbour, and its erection has had the effect of altering the set of the current across the pier heads; formerly with the flood there was a very strong current to the eastward, this now passes outside the breakwater, and the current at the pier heads sets to the westward, or in the same direction as with the ebb.

(pp. 16-7, No. 697, Report for 1889.)

So as to render it possible to dredge the interior of the harbour at Boulogne and obtain a certain depth of water at all times, instead of the expanse of mud which existed over a considerable area at low water, it was found necessary to reconstruct the existing quays for a considerable length, this is being carried out by building new quay walls on the harbour side of the old ones, with far deeper foundations.

Captain Surplice, the vice-consul resident at Boulogne, has furnished me with a report on the subject of these works and Boulogne harbour generally, which I give in original.

The construction of new quay wall comprises:—

1. The Quay Chanzy to a length of 876 feet.
2. The Quay Gambetta to a length of 1,200 feet.

The work to be done having been enlarged on the previous estimate by continuing the new quay wall of the Quay Gambetta as far as the bridge "Marquet."

These works were commenced in the beginning of 1890, and the Quay Chanzy is now nearly finished; there remains, in fact, only two coffer-dams to be connected, the intervening wall, the filling up between the two walls corresponding to the last four coffer-dams, the placing of the top facing stones upon a length of about 330 feet, and the paving of the quay.

The quay wall (Quay Gambetta) has been raised to its proper height, with the exception of the facing stones, to a length of about 430 feet; the filling-in space between the two walls has also been commenced.

The dredging of the new works is of a very extensive character; the contractors, having encountered unforeseen difficulties, have demanded and obtained the cancelling of their contract. The administration have decided to acquire a strong bucket dredge, the construction of which has been confided to M. Latre, of Lyons; whilst waiting the delivery of this dredger the works are being continued by private contract.

Up to the end of January, 1892, the channel between the jetties, for a distance of about 1,072 feet, has been dredged to a depth of 15 feet at low water spring tide, and the dredging of the "avant port" is terminated; the tidal port to a length of 726 feet from the wooden landing stage has been dredged to the depth agreed upon, with the exception of the deeper berth of the Quay Chanzy, which has been dredged to a depth of 20 feet, low water spring tide.

The total cost of dredging done up to the end of January, 1892, amounts to £40,000.

The dredging inside the breakwater of the deep-sea harbour is to be done to a depth of 33 feet at low water spring tide, on a surface of 140 acres (56·0 hectares). In order to obtain such a depth it will be necessary to dredge away 1,590,000 tons, the cost of which will be £30,000.

Up to the end of January, 1892, 1,055,607 tons had been extracted, and the dredging done during 1891 corresponds to an expenditure of about £5,000.

From February, 1892, the deep sea harbour offers a safe anchorage to the Transatlantic steamers, on an area of 1,700 feet by 1,250 feet, where there is a depth of 28 feet or 29 feet at low water spring tide.

(pp. 15-6, No. 1076, Report for 1891.)

From information furnished me by Vice-Consul Surplice, it appears that the construction of the new quay walls in a portion of Boulogne Harbour referred to in detail in former reports, made good progress during the past year. On the west side, or Quay Chanzy, the work is completed, and on the east side, or Quay Gambetta, the wall is completed for a length of about 500ft., and the construction of the other 700ft. is far advanced, most of the foundations being completed.

The work of dredging in the interior of the harbour has also been pushed on, as has also the dredging operations inside the south-west breakwater.

(p. 22, No. 1167, Report for 1892.)

Dredging has been carried on regularly during the past year in the deep-sea harbour, over a surface of about 33 acres. There is actually an anchorage of a depth of 29ft. at low-water spring tides. The surface sheltered by the south-west breakwater from the westerly winds extends to about 85 acres, and over 30 acres of this there is a depth of 33ft. low-water spring tide.

The new quay wall on the Quai Gambetta side of the inner harbour is now completed as far as the bridge "Marquet," the length originally proposed—that is, 1,200ft.—and the obnoxious mud bank that previously existed in front of the fish market ("Halle au Poisson") has been entirely dredged away.

(p. 17, No. 1332, Report for 1893.)

The projected increase of quay space, absorbing part of the old battery at Capécure, to which my report for 1896 referred, is still in abeyance. The plans of execution and for raising funds are prepared, but have not yet received Government sanction. There has been some local opposition, and a desire has been expressed for more costly, though doubtless more effective, increase of quays up the river rather than encroachment upon the sea.

The Carnot breakwater effectually protects the harbour mouth from sand running S.W. to N.E., and there is no difficulty in keeping the channel clear; but a reverse current has been caused which is scouring the sands on the N.E. side and exposing rocks; various projects are mooted for counteracting this, which might detrimentally affect the bathing resort.

(p. 23, No. 2234, Report for 1898.)

Present Port Accommodation.

Floating Dock.—Sill, 6in. below 0 (lowest theoretical spring tide); high water, spring, 29ft. above 0; high water, neap, 23ft. above 0. Area about 17 acres. Length of quays about 1,100 yards.

Harbour.—Quays: Depth, 13ft. to 16ft. below 0, about 750 yards. Quays: Base uncovering each tide about 550 yards, exclusive of a gridiron for repairs.

The harbour is easy of access, being protected to south-west by the Carnot breakwater, finished in 1889, and to the north-east by Cape Grisnez.

It is open between north and north-north-west; these are not prevalent winds.

The current across the entrance does not under normal conditions exceed ¾-knot; about two hours before high water there is practically no current at all.

Outer Harbour.—Within the Carnot breakwater an anchorage about 700 yards long by about 300 yards wide is kept dredged to a minimum of 23ft. below 0 for the use of the Transatlantic Hamburg-American liners calling here for passengers.

. . . . . .

The whole of the dock quays and about 600 yards of the harbour quays are furnished with rails. Most cargoes of raw materials pass direct from ship to truck.

There is no canal.

. . . . . .

The regular lines have their own cranes, etc., for landing and shipping, an dthe various stevedores own efficient appliances for dealing with other ships.

. . . . . .

There is fair accommodation for bonding goods, but it is little used, except for salt required for fisheries (of which 6,000 tons can be stored) and for export sugar.

(pp. 3, 54, 58, and 71, Commercial No. 5, 1900.)

Appendix.

21st Day, No. 9—continued.

HAVRE.

Port Improvements.

The enlargement of the entrance of the port has been successfully completed.

(p. 77, Report for 1863.)

The port of Havre comprises an outer harbour, where only the various passenger steamers are allowed to lie, and seven docks, communicating with the former by tidal gates. The depth of water in the outer harbour is 30ft. 10in. at spring and 25ft. 4in. at neap tides. The various tidal gates vary both in width and depth of water, the largest (the Transatlantic) having a uniform width of about 99ft., with a depth of 34ft. 9in. at spring, and 29ft. 3in. at neap tides; and the smallest (Notre Dame) 52ft. wide at the top and 9ft. 9in. at the bottom, with a depth of 21ft. 9in. at spring and 16ft. 3in. at neap tides. . . .

Although the depth of water in the outer harbour is as above stated, the depth at the entrance of the port is only 25ft. 8in. at spring, and 20ft. 2in. at neap tides.

(pp. 196-7, Report for 1866.)

The new floating basin with its three dry docks on the site of the old citadel will be finished in the course of 1870. As soon as this takes place the long-talked-of all-important work of cutting away the awkward angle formed by the quay on the south side of the outer port will be commenced. This question has been mooted and discussed for many years, and various projects put forward in connection with it. During a visit paid in the summer by the Minister of Commerce and Public Works it was seriously examined and adopted in principle. There is a great divergency of ideas among practical men as to what ought or ought not to be done. . . .

Had the authorities of Havre been gifted with a sufficient amount of foresight twenty-five years ago to have pictured to themselves the great increase that has taken place in its trade, they could, by cutting a channel from the sea to the north-west of the town, and the erection of docks in connection with it, have made the port a most formidable rival to both London and Liverpool. The land has now become too valuable for this scheme to be carried out, but there are improvements still feasible, and which will, as money is found for them, be by degrees effected, and if those who have the power will only second the wise and liberal commercial policy of the French Government by their endeavours to lessen in every way they can the burdens and impediments which fetter the shipping interest, the town and port of Havre will most surely attain to a height of prosperity it has never yet reached.

(p. 100-1, Report for 1868.)

The Chamber of Commerce have repeatedly pressed upon the Government the necessity of enlarging the entrance of the port, but, although the urgency of the improvement is fully admitted, the execution of it is not yet commenced.

The works connected with the new floating basin and graving docks are being actively carried on, and they will be completed in the course of the year.

(p. 415, Report for 1869.)

The great difficulty presented by the narrowness of the entry of the harbour to large steamers was repeatedly shown last year by the numbers that ran aground, fortunately without any serious injury. A bill passed the French Chambers, authorising the Chamber of Commerce to raise a loan for the purpose of widening the entrance, and continuing to them the power of levying the present dock dues until the said loan (7,000,000 francs) should be paid off. The war put a stop to this important project, but the work is of such vital interest to the port of Havre that it will doubtless be put in execution soon after peace is established. The new floating basin, on the site of the old citadel, is completed, but has not yet been formally handed over to commerce. The completion of the quay round the big Transatlantic dock is also urgently required. (p. 487, Report for 1870.)

A new dock, the Basin de la Citadelle, with three graving docks attached, has been opened in the last year. It is a fine piece of work, but the entrance, which is barely 51ft., should have been made wider.

Preparations are being made for widening the entrance to the port, and getting rid of the nasty angle which has caused many large steamers to run aground. This improvement was urgently required, though now the change in the navigation laws will make it less needed.

(p. 77, Report for 1871.)

Nothing worthy of note has occurred in regard to the port or its approaches. Rouen is still anxious to obtain the sanction and aid of the Government for the embankment of the River Seine down to Honfleur, while Havre is naturally opposed to the plan from a fear, which is shared by many engineers and others, that the result would be to change the action of the tides and currents and seriously endanger the existence of the port. The works for enlarging the entrance of the harbour and completing the quay of the large Bassin de l'Eure, etc., are in active progress. Many other improvements and facilities for loading, discharging, and sheltering goods remain to be carried out. These improvements will, however, be of no use if by high port charges and expenses and exorbitant railway rates the transit and through trade be drawn away to other ports.

(p. 399, Report for 1873.)

The works for the enlargement of the port and the widening of its entrance are in steady progress, but some time will yet elapse ere they are completed. It has been decided to remove the south pier altogether. The result of this alteration will be watched with great interest, as some practical men are of opinion that the advantage of the increased breadth of entrance gained will be more than counterbalanced by the greater roughness of the sea at that spot in stormy weather. The constant dredging which takes place in the outer harbour has had good results, and the shoal lying just outside of the south pier has by the same means been sensibly reduced. In the outer harbour there is at spring tides about 32ft. 2in., and at neap tides 25ft. 7in. water, while at the entrance of the two principal docks—the Bassins de l'Eure and de la Citadelle—there is respectively at spring 35ft. and 31ft., and at neap tides 29ft. 6in., and 25ft. 6in. The erection of sheds for the storing of goods along the different quays, with lines of rails connecting with the railroad, is seriously discussed, but the Chamber of Commerce has not yet decided whether to undertake the work itself, or to give the concession to the Western Railway, or some other company. These improvements, together with steam cranes for the quicker discharging and loading of ships, are urgently needed to enable Havre to compete favourably with rival ports. The frequent storms that occurred during the past year, and the damage done by them all along the western front of the town, and up to Cape la Hêve, which is being slowly but steadily eaten away by the sea, brought prominently into notice the ever increasing necessity of taking serious measures to protect that portion of the town and coast. The two things needed are the construction of a maritime boulevard, and the building of a breakwater to enclose the bay. Had some far-seeing minister in bygone years taken steps to carry out these measures, either at the cost of the Government or by the aid of private enterprise, he would have conferred incalculable benefits on the town and port at a far less expense than the works could be done now, and every year's delay in undertaking them will add to their cost.

(pp. 581-2, Report for 1874.)

No changes of importance have taken place in the port or its approaches. The large works in progress, and which comprise the widening of the entrance of the harbour, the completion of the Eure and Vauban Docks, and the construction of a large half-tide basin, are being vigorously pushed on, and will be completed next year. The cost of these works is estimated at £560,000. Other works, such as the replacing with pivot bridges the old-fashioned drawbridges which connect the various docks, the construction of a dry dock, 460ft. in length, and the establishment of sheds on the quays, with railways running along them, are the subjects of examination, but want of money is the great stumbling-block. From a work lately published by M. Quinette de Rochemont, one

of the Government engineers attached to the port, I find that the present width of the entrance of the harbour is 75 metres, the depth of water at spring tides 31ft. 6in., at neap tides 26ft. There are about 126 acres of accommodation for vessels in the different docks, and 8,320 metres of quays. When the works in progress are finished, the width of the entrance of the port will be increased 25 metres; the area of the outer harbour from 28 to 52 acres; and the quays 1,095 metres. All these works are being carried out by money borrowed by the Chamber of Commerce.

(p. 232, Report for 1875.)

Justly alarmed at the ever-increasing prosperity of Antwerp, Hamburg, and other northern ports—to which I have alluded in former reports—the inhabitants of Havre, through the Chamber of Commerce, Municipal Council, and public press, have unceasingly urged the necessity of various alterations and improvements being carried out, and have called upon the Government to aid them in effecting what they rightly term a work of national interest and importance. These alterations and improvements comprise, amongst others, the lowering of the railroad tariffs, the construction of a canal from the Vauban dock to a point on the River Seine at Port Jerome, the building of railways along and sheds on the quays, etc., etc.

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No alterations have taken place in the port or its approaches since my last report. The extensive works in progress for the completion of the Bassin de l'Eure, or Transatlantic dock, and for enlarging the outer harbour, are being actively pushed on, and will be finished before the end of 1878. It is also hoped that before the close of the present year the sheds and railways on the quays, which are so urgently needed, will be established.

(pp. 227 and 230, Report for 1876.)

Havre has been for years past in opposition to the ruling powers, and has had to pay the penalty in more or less official lukewarmness in respect of its local interests. It is most likely on this account that half the expenses of the various improvements made in the port have been borne by it, the Chamber of Commerce of Havre having spent in the last twelve years about £400,000, besides having to meet the difference of interest on the sum of £240,000 borrowed by them, and advanced to the Government. To defray these charges 75c. per ton quay duties have to be paid by shipping until 1884, which period will have to be extended should the Chamber of Commerce advance £4,000,000 towards the canal. The result of this state of things is that while, as I have just stated, the quay dues at Havre are 75c., at Marseilles and Bordeaux they are only 10 to 25 centimes per ton. It is to be desired that the jealousy of a rival port will not be allowed to impede the execution of a work of so much really general interest as the proposed canal, and from present appearances there is every hope such will not be the case. It is true that Rouen will do all in her power to hinder its accomplishment. She aspires to become a port like Glasgow, to the detriment of Havre, but I doubt whether, even at the cost of an immense sum of money, she could ever make the approaches sufficiently safe for large vessels to reach there at all times. The Seine is a most changeable river, with shoals shifting almost from day to day, and frequent fogs during a portion of the year. Large vessels arriving in Havre Roads at neap tides must either remain there three, four, or five days, or, should the weather be bad, come into port until the river has sufficient water to enable them to ascend in safety. During the past year twenty English steamers have been aground in the Seine, and this number does not include some which have got afloat without damage.

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The works for the enlargement of the outer harbour and the completion of the Bassin de l'Eure are being actively pushed on, and when, in addition to these, the quays are provided with sheds and lines of rails, and the canal to Tancarville is opened, Havre will have every facility for accommodating the considerable increase of business which would inevitably follow on a decrease of charges and rates of transport to and from the interior.

(pp. 346 and 348, Report for 1877.)

The clearing away of the foundations of the quay, etc., which was removed for the purpose of enlarging the outer harbour, is being carried on, but not so actively as the importance of the work demands.

The construction of sheds for the protection of merchandise on the quays, and the running of lines of rails alongside them, has been vigorously carried on.

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Vessels drawing 22ft. can always enter the port of Havre at high water, even during the neap tides, while at the ordinary spring tides 26ft. can be safely brought in.

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The quays on the right bank of the river are completed as far as the original vote is concerned, but those on the left bank have still some 250 metres to be finished. Several new projects are being studied, one of which will be probably adopted.

(pp. 316-7, 318, and 335, Report for 1878.)

Two series of questions bearing on commerce have occupied the public mind: (1.) The urgent want of increased dock accommodation; more quay space; greater facilities for the rapid discharge of vessels; and the even more pressing need of additional railway and water communication with the interior. (2) The vigorous clamour and unceasing manœuvres of the protectionist party. . . .

Of the first series, the creation of another large basin and of two careening docks has been voted, and the works will probably be commenced this year, and completed in 1885.

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The works connected with the enlargement of the outer harbour may be said to have been completed, little remaining to do save a certain amount of dredging where the old line of the south quay ran. . . .

Important and commodious to a certain extent as the port is, yet could the Government have foreseen 30 years ago the great increase which would take place in its trade, they would, by the conception and carrying out of one large comprehensive scheme, have made it, at a very little more expense than has already been incurred, a port second to none in Europe. This plan would have comprised an entrance in the Bay of St. Adresse, through what was then almost all waste land, which is now covered with houses. . . . Great complaints continue to be made respecting the delays in the discharge of vessels and the encumbered state of the quays.

(pp. 605 and 608-9, Report for 1879.)

The creation of a large new basin (in which the Canal de Tancarville will enter) and two careening docks, to the south-east of the Bassin de l'Eure, or, as it is better known to our and American seamen, the Black Sea Dock, is in course of execution.

The providing the various docks with proper mechanical appliances for the speedy unloading of ships, for which the Chamber of Commerce has asked authorisation to raise a loan of 2,000,000fr, remains in a suspended condition owing to some departmental delays which will prevent anything being done in the matter this year. This is much to be regretted, for there is a pressing need of some means being found to prevent or shorten the loss of time incurred by vessels before they obtain discharging berths, as well as to obviate the quays being in the encumbered state they are at present.

The works for lighting by electricity the entrance of the port and the whole of the outer harbour are nearly completed.

The contract for removing the south pier, at the entrance of the port, which is to be rebuilt 25 metres to the south of its present position, will shortly be adjudicated.

(p. 299, Report for 1880.)

The construction of the ninth dock is being proceeded with, but, according to a statement made to the Chamber of Commerce by its President, not as rapidly as could be wished. Even when completed this basin will not suffice for the wants of the shipping which now frequent the port, and a further extensive project is actually under deliberation.

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After some failure, the apparatus for lighting the outer harbour by electricity was favourably completed, and vessels now enter at night by means of it. . . .

Appendix.

21st Day, No. 9—continued.

The dredging operations at the entrance of and in the outer harbour have been carried on as vigorously as the sum allotted for the purpose allowed. Fifteen years ago the dredging of a cubic metre cost 2 fr. 24 c. It requires to-day 2 fr. 67 c., which is another proof of insufficiency of the amount given for the purpose.

I am informed by captains who frequent the port that since the erection of the new south pier the action of the current, which formed the great difficulty for vessels entering the port, has been perceptibly lessened in violence.

(pp. 280 and 283-4, Report for 1881.)

But the burning question, one which has divided the town into two camps, is of what nature should be, and in what direction the works for the improvement of the port should be carried out. . . .

A Nautical Commission was appointed by the Government to inquire into the whole question, and it commenced its sittings, which were open to the public, on the 24th of October. In addition to M. Bert's, and to that of the Government engineers, several other projects were brought forward. . . .

The decision of the Nautical Commission was awaited with great impatience, but, strange to say, it was no sooner published than a controversy arose as to the precise meaning to be attached to the verdict given by the majority. It was, however, very clearly to the effect that the carrying out, with some slight modifications, of the engineers' plans should be accompanied at the same time by a partial embankment of the roadstead. On the other hand, the minority pronounced simply in favour of the plans submitted by the Ponts et Chaussees, and fearing that the construction of breakwaters would bring about an accumulation of silt, advised that practical experiments should be made on the subject before any permanent works were commenced.

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The fear is that these differences of opinion will give rise to further delays and prolonged inquiries, and that the Government will be alarmed at the large sums which will be required, and which must be put at not less than 100,000,000 fr. But it must be remembered that it is of vital national interest that something should be done quickly to enable the port of Havre to hold its own with those of foreign nations to the north of it, and its actual condition is a striking proof of the paramount advantages of private initiative over Government interference in matters of public works, for had the former system prevailed in France the port would not to-day be so thoroughly deficient as it is in all kinds of essential accommodations.

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The works for the construction of the ninth basin have been uninterruptedly carried on during the past year; 275 metres of the outside wall, which is to have a total length of 1,000, have been completed, and 550 more have been commenced on. The lock communicating with the Bassin de l'Eure is finished to half its height. Three-fifths of the foundations of the quay-walls of the west portion have been laid. Of the estimated sum of 15,000,000 francs, 3,683,030 francs have been expended to the 31st December last. The western portion will be probably completed in 1885, and the eastern in 1887.

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Owing to the strong representations of the Chamber of Commerce and the engineers of the port, an increased sum was allotted by the Government for the service of the port, which has enabled the Vauban and Citadel Docks to be dredged, and certain repairs and alterations to be done to some of the gates and bridges, but a larger amount is required to effect other necessary works. The Chamber of Commerce are fully impressed with the necessity of providing the various docks with the most improved system of hydraulic or other machines for loading and discharging cargoes, etc., but a decision not yet having been come to whether they can legally apply the quay dues to this purpose they have no funds at their command for carrying out their projects.

(pp. 122-3, 124 and 127-8, Report for 1882.)

A step forward has been made as regards the project of the Government engineers for the improvement of the port by the introduction of a Bill for that purpose into the Chamber of Deputies by the Minister of Public Works. This scheme, comprising a new entrance to the north-west, a tenth basin, etc., as described in my two previous reports, is estimated to cost 81,000,000 fr. (£3,240,000). Towards this sum the Chamber of Commerce will contribute 17,500,000 fr., and the town 2,500,000 fr. In order to meet the interest on the fresh loan they will have to contract, the former ask power to raise the quay dues, which are now 55 and 30, to 75 and 45 c. per register ton.

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The works for the construction of the ninth basin are being actively pushed on, and the western half will be open to navigation at the close of this year. This dock is to be provided with everything in the shape of covered sheds, hydraulic cranes, and lines of rails, to facilitate the quick discharging and loading of vessels. Although there actually exists only one large dry dock for the repair of big vessels, the two new proposed ones have not yet been commenced on account of not diminishing, during their construction, the already too restricted quay space on the east side of the Bassin de l'Eure. New gates and bridges have been made to several of the docks with hydraulic power for manœuvring those of the latter which communicate with the outer harbour.

(pp. 386 and 392, Report for 1884.)

The western half of the ninth, or Bellot Dock, was opened about two months ago, and vessels can make use of the northern and western quays, and the remaining two sides will be completed by the end of June. The eastern half of the dock will be finished about the middle of next year.

Although one would have supposed that the subject had been so thoroughly threshed out that nothing more remained to be said about it, yet a new commission has been appointed by Government to inquire into the condition of the River Seine from Rouen down to the sea, including the port of Havre and the roadstead, and to report on the many projects which have been brought forward in connection therewith. Considering the state of the public finances, and the large sum which the carrying out of any one of the proposed plans would involve, it is greatly to be feared that, notwithstanding the national importance of the objects in view, the inquiry will not lead to any immediate good results.

Various minor improvements, such as the dredging of some of the basins, the replacing of two of the old bridges across the openings by new iron ones opened and closed by hydraulic power, and the renewing or repairing of some of the dock gates, have been completed during the past year.

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The works undertaken to lengthen the quays according to the plans mentioned by me in previous reports have been continued during the year. On the right bank, the Northern Railway Company have laid down four lines of rails, and the plans of the Western Railway Company for the left bank are to be submitted without delay. A law of the 11th March, 1885, declared the establishment of a basin for wood, one for petroleum, a dry dock, dredging the river between Rouen and La Bonille, and the making of a new quay on the left bank of the river of public utility; and a decree of the 24th December, 1885, authorises the Chamber of Commerce to establish hydraulic lifts and sheds for the protection of goods on the quays, and a slip which, when all completed, will give such advantatges as will undoubtedly greatly increase the facilities offered to vessels arriving, which it is hoped will then be in always greater numbers.

(pp. 121-2 and 129, Report for 1885.)

After the Technical Commission (which I mentioned in my last report as having been appointed by the Government to inquire into the condition of the river Seine, down to the sea, including the port of Havre and its roadstead) had completed its work, a Nautical Committee, and another to inquire into the public utility of the projects, were also named. The result of their joint labours has been as follows:—The dredging of the south-west channel, leading into the port (which in rough weather presents a certain amount of danger to vessels of very deep draught), and of the bank called the "Haut du Quarante"; the protection of Cape La Hève, which is being gradually worn away by the sea; and the lowering of the sills in the river above Quillebœuf; are declared to be works of immediate necessity. Afterwards, and successively, the improvement of the

port by the creation of a new entry from the west, with an outer harbour protected by a partial embankment of the roadsted; these works to be executed conjointly with a prolongation of the embankments of the River Seine, as far as Honfleur on the south, and Fatouville on the north side. Also, later on, the creation of a tenth basin, etc., at Havre, to the south of the ninth, or Bellot Dock. The total estimated cost of these works is put at 139,000,000 fr. (£5,560,000); namely, for the works on the river Seine, 25,000,000 fr.; for those at Havre, 114,000,000 fr. Of this latter sum, excluding the cost of the tenth basin and its accessories, which is not at all a work of pressing necessity, only 63,000,000 fr. would be required, making a total of 88,000,000 fr., or £3,520,000. The dredging of the south-west pass being a vital matter, and the Government engineers having no funds in hand to do the work with, the Chamber of Commerce obtained the sanction of the Government to their advancing a sum of 200,000 fr. for its immediate execution. A law was also passed in May, 1886, authorising the Chamber to advance a sum of 3,500,000 fr. (£140,000) for the construction of two graving docks, 150 and 115 metres long, in the Bassin de l'Eure, and granting a prolongation of the tonnage dues to pay the interest on the same.

(p. 2, No. 96, Report for 1886.)

During the year just ended two important public works were completed, and thrown open to commerce —the Bassin Bellot and the Canal de Tancarville. The former, which does great credit to those who designed and carried out the works, consists, properly speaking, of two basins connected with one another having a collective area of 53 acres and 2,578 yards of linear quay walls. The western portion has a minimum depth of 26 feet 7 inches; the eastern half 25 feet. The entrance lock from the Bassin de l'Eure is 30 metres (97 feet 6 inches) wide, with 27 feet of water at lowest neap tides.

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The two graving docks, 150 and 115 metres long, in course of construction, will be completed at the end of 1888.

Great complaint is made that the sum annually allotted by the Government for maintaining in good condition the various docks, quays, etc., is not sufficient for the work which has to be done. Much of the spaces alongside the bassins require paving for the protection of the goods landed in wet weather, and the dredging of the different docks, and of the channel in the outer harbour, cannot be properly done.

In addition to the 200,000 fr. advanced by the Chamber of Commerce to the Government for the purpose of dredging the bank situated at the entrance of the harbour, the chamber offers to advance a further sum of 100,000 fr. for the removal of those called the "hauts du Sud-Ouest" and "de Quarante." When this is done, the South West pass (which is that taken by large vessels entering or leaving the port) which has now at certain points only a width of 400 metres, will have a minimum of 1,200 metres. The projected enlargement and improvement of the Port of Havre and the river Seine between Rouen and the sea is embodied in a Bill which is actually before the Chambers.

(p. 2, No. 277, Report for 1887.)

The Bill for the improvement of the port of Havre, and the roadstead, comprising a new entrance to the west in deep water, the construction of an outer harbour, and of a half-tide basin, and for the deepening of the River Seine up to Rouen, has passed the Chamber of Deputies, and is now before the Senate, and I think there is little doubt of its being voted this session should no political complications intervene. The estimated expenditure is about £4,000,000.

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As regards the old basins, the Chamber of Commerce complains that the Government does not allow a sufficient sum to enable of their being cleaned as thoroughly or as often as they ought to be. With respect to the new docks, the Bassin Bellot is entirely finished. The eastern portion is set apart for the discharge of vessels laden with petroleum. The western half is nearly entirely provided with covered sheds, making a total number of fourteen of such buildings, with a superficial space of 46,663 metres. The dock is also provided with six hydraulic cranes of from 750 to 1,250 kilos. lifting power, two of from 1,500 to 3,000 kilos., a windlass of 1,000 kilos., and a floating steam crane of the same force. The Chamber of Commerce propose to add to these five more hydraulic cranes of from 750 to 1,250 kilos., a second hydraulic windlass, and a steam floating crane of 10,000 kilos. (10 tons). Of the two new dry docks, the one 150 metres long will be finished in April, and the one 115 metres a month later. 1,200,000 francs (£48,000) were advanced by the Chamber of Commerce for the purpose of dredging the banks situated near the north pier, and those of the "Sud Ouest" and "Quarante." Work on the first has been carried on, but the contractor has not yet begun operations on the two latter, in consequence of the dredging machine specially constructed for the purpose not being ready.

(p. 2, No. 486, Report for 1888.)

After long years of delay, during which numerous plans were brought forward and discussed, and many commissions, scientific, technical, and administrative, came, examined, and arrived at no very definite conclusions, a project—described in my reports of former years—which might be called a compromise of the opposing interests of Havre and Rouen, as well as of the rival ideas of engineers and experts, was arrived at, for more perfectly embanking and deepening the River Seine, at a cost of 23,000,000 francs (£920,000), and for improving the approaches, and making a new entry to the port of Havre, at an expense of 73,000,000 francs (£2,920,000). Towards this total sum of £3,840,000 the Chambers of Commerce, and the Municipalities of Havre and Rouen, undertook to contribute £960,000, or 25 per cent. of the entire cost. Supported by the Government, and by the Commission to whom it had been referred, the project passed the Chamber of Deputies on January 24th, 1889, by a vote of 310 to 157. On June 29th the Bill came up for discussion before the Senate, when an amendment proposed by Monsieur Teisserenc de Bort, to the effect that the cost of the improvements should be met by a fresh tonnage duty, and by supplementary taxes on all goods and merchandise imported for consumption, was carried by 149 to 98 votes. Further discussion was adjourned until the Commission should have examined and reported on this amendment. As soon ast he result was known, the Municipality and the Chamber of Commerce of Havre protested in the strongest terms against the proposition, and the latter body refused to contribute one penny to a plan which would have the most prejudicial consequences to the port. The session ended without the question being again brought forward, but on January 23rd of this year it once more came up, when the Commission again presented the original project, and on a motion of Monsieur Buffet to the effect that, in not reporting on the amendment, the Commission had not fulfilled the duty imposed on them, the adjournment of the project was voted by 126 to 70, a decision which appears tantamount to an indefinite postponement of the improvements. What are the real reasons which have induced certain prominent statesmen to bring about this rejection it is impossible to say (the local press did not hesitate on the first occasion to insinuate that it was the interests of the Northern Railway of France, rather than those of the Treasury, which it was sought to protect), but it only needs an elementary knowledge of the result of high duties and charges to clearly foresee that the imposition of extra customs duties on merchandise imported at Havre and Rouen, from which other ports are exempt, must inevitably operate to the most serious disadvantage of the two above-named ports, in the prosperity of which, and more especially in that of Havre, the whole country is interested. The injustice of the proposal is further heightened by the fact that while the three ports of Calais, Boulogne, and Dunkirk—whose total combined entries of shipping are inferior in tonnage to those of Havre—on a total expenditure on public works of £5,375,000 have only contributed £700,000, or 13 per cent., Havre towards a sum already expended of £2,640,000 has given £832,000, or 32 per cent., while it offers to pay 25 per cent. of the cost of the new projected improvements.

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The two new dry docks mentioned in my report of last year have been finished. Two more sheds for merchandise have been erected, making a total number of sixteen, with a covered space of 64,000 square yards; and several additional hydraulic cranes have been put up, or are in course of erection. Outside the port little more than the annual necessary dredging operations have been carried on, although a commencement has been made on the banks adjoining the channel leading to the harbour.

(pp. 2-3 and 4, No. 671. Report for 1889.)

Appendix.

21st Day, No 9—ontinued.

The project for the improvement of the port, which has been under consideration for ten years—and which, together with the deepening, etc., of the River Seine, is estimated to cost about £4,000,000—is still before the Senate, with no apparent probability of any practical result being soon arrived at.

. . . . . .

The works about the basins, the harbour, and the roadstead, either finished, commenced, or projected during 1890, are the construction of two new sheds for goods on the quays, making the total number eighteen, with a length of 6,652ft., and a covered space of about 66,000 square yards. The number of hydraulic cranes is seventeen, with a lifting power of 1¼ tons; a floating one of the same force, and two stationary ones of 3 tons. A floating one of 10 tons will shortly be completed. The enclosure of the Bassin Bellot and of a portion of the Bassin de l'Eure is also projected. Notwithstanding the increased accommodation afforded by the Bassin Bellot, there have been moments during the past year when the quay accommodation has been found insufficient for the vessels wanting berths, and, as about 540 yards of the quays of the eastern portion of the basin are now taken up by petroleum ships, it is proposed to make a dock for this traffic farther on at a cost of 1,150,000 francs (£46,000), half of which will be paid by the State and half by the Chamber of Commerce, which will raise a loan of 575,000 francs (£23,000) for the purpose. Dredging operations were carried on for some time on the bank, Haut de Quarante, which skirts the southern channel of approach to the port, but the dredger was unfortunately sunk on the spot towards the end of the year, and has not been raised. The Chamber of Commerce had already voted a sum of 500,000 francs (£20,000) towards the purchase of a more powerful one, and is asked to contribute a further sum of 330,000 francs (£13,400) towards the same object. It naturally desires that the dredger should be constructed here, but has not so far been successful in obtaining such a promise.

(pp. 2-3, No. 839, Report for 1890.)

The question of the alterations and improvements to be made in the lower part of the River Seine and in the port of Havre is no more advanced than it was a year ago, the Senate having refused to agree to the project presented by the Government, and the towns of Havre and Rouen having refused to contribute to the plan put forward as an amendment by M. Teisserenc de Bort. In the meanwhile Havre suffers from the want of deeper water in the channels leading into the harbour, and from the insufficiency, according to the Chamber of Commerce, of the sum allowed by Government towards the expenses of the port. Unwilling to wait for the projected improvements of the port, the Chamber of Commerce voted a sum of 1,200,000 francs (£48,000) towards dredging the south-west pass and the banks outside the harbour; but the work was stopped by the sinking, after a collision, of the dredger "Normandie." A more powerful one is being built, which will cost about £53,000, towards which sum the Chamber of Commerce contributes £33,000.

There are now eighteen sheds round about the docks, having collectively a length of 2,047 metres, and a superficial area of 60,905 square metres. Four movable hydraulic cranes, with a lifting power of 1,250 kilos., two floating cranes of the same force, and a floating one of 10,000 kilos., which cost £6,800, were added last year to those already in existence, and five steam cranes were placed around the collier dock. The whole of the "Bassin Bellot," and the south part of the "Bassin de l'Eure," were enclosed by palings.

(p. 11, No. 999, Report for 1891.)

The long talked of alterations and improvements in the port of Havre, the estuary of the Seine, and the river itself up to Rouen, for which numerous plans have been presented, and about which the various corporate bodies of the two towns and of the department have for the last ten years been fighting, have so far advanced that a project proposed by the Government, who have promised to present it to and support it before the Chamber, has been accepted by those bodies. Under this project the original estimated expenditure of 88,000,000 fr. (£3,520,000) has been reduced to 42,500,000 fr. (£1,700,000), of which 27,500,000 fr. (£1,100,000) will be allotted to this port. The projected works comprise the enlargement of the outer harbour, by removing the entry 500 yards more to the north, and by dredging outside three channels leading to it. Works for consolidating Cape la Hève, etc., will also be undertaken. Useful as these improvements will be, it is much to be regretted that it is not possible to carry out at once the original more extended scheme, which sooner or later will have to be executed. Towards the 27,500,000 fr. required, the Chamber of Commerce of Havre offer a subsidy, spread over eight years, of 13,750,000 fr., they receiving for their share the 2,854,500 fr. contributed by the department and the 1,200,000 fr. voted by the municipality of the town. They ask to be authorised to contract a loan of 9,685,000 fr. to meet this engagement, and while reducing the quay dues at present paid by shipping, to be allowed to levy a tax of 10 c. and 20 c. per ton on goods shipped or discharged, and a tax of 50 c., 1 fr., and 2 fr. on the different categories of passengers embarking or landing at Havre.

Dredging operations have been carried on outside the port; in the outer harbour, where it is proposed to obtain 3 metres below zero of the charts, instead of 2 metres as at present; and in the western half of the Vauban basin, of which the other half will be done this year.

Various minor works have been executed, and a petroleum basin, situated to the east of the Bellot dock, was commenced last October, and will be finished in 1894.

The sum set down in the budget for the port of Havre not being sufficient for the prompt carrying out of these works, the Chamber of Commerce voted 50,000 fr. towards dredging the Vauban basin; 600,000 fr. for the petroleum dock; 890,000 fr. for the purchase of a dredger, etc.; and 20,000 fr. for repair of the bridge of the bonded dock; in all 1,560,000 fr. (£62,400).

Seven hydraulic cranes with a lifting power of 1,250 kilos. each, were placed on the quays round the Bellot basin, in addition to those already there, and two floating ones of the same force; five steam cranes for discharging coals were placed on the quay of the Vauban basin. There are now in existence around and in the basins 19 sheds, covering a space of about 68,000 yards; 34 hydraulic cranes, of from 1,000 kilos. to 3,000 kilos. lifting power, 5 steam cranes of 1,500 kilos. lifting power, 6 floating cranes of 1,250 kilos. lifting power, and 1 floating crane of 10,000 kilos. lifting power. All these have been provided by the Chamber of Commerce.

(pp. 10-1, No. 1,174, Report for 1892.)

The project for the improvement of the port of Havre, which has for 11 years been under discussion before various Commissions, and also before the Chamber of Deputies and the Senate, is once more presented to the first-named chamber. Reduced from the original estimated cost of 88,000,000 fr. (£3,520,000) to 42,500,000 fr. (£1,700,000), of which sum 27,500,000 fr. (£1,100,000) will be allotted to this port, and the remainder to the improvement of the Lower Seine, the scheme comprises the construction of a new outer harbour; extensive dredging operations within, and in the channels leading to it; the construction of a half-tide basin giving a direct and deeper entry to the Eure and Bellot docks; and works for consolidating Cape la Hève. Half of the sum of 27,500,000 fr. will be defrayed by the department, the town, and the Chamber of Commerce, the amount offered by the latter being 9,685,500 fr. The carrying into execution of these works without any further delay is of vital importance to the town and port of Havre, which, in addition to the unceasing efforts made, and improvements effected by its competitors to the north, now finds itself seriously menaced in its Transatlantic passenger trade by the port of Southampton.

As regards minor works, the new petroleum dock to the east of the Bassin Bellot, which was commenced in October, 1892, will be completed about the middle of this year.

The Chamber of Commerce voted a sum of £2,000 towards deepening, at a total cost of £5,400, the Bassin Vauban, or collier dock, so as to admit the entry of steam colliers of a large tonnage.

They also voted a sum of 765,000 fr. (£30,600) for the purchase of land at the western end of the canal of Tancarville, for the construction of quays, etc., whereon to discharge cotton and other merchandise.

In addition to the steam and hydraulic cranes mentioned in my report last year, four more, with a lifting

power of 1½ tons each, to be worked by steam or electricity, have been placed on the north side of the Bassin Vauban.

The total amount voted by the Chamber of Commerce for various improvements during the last three years has been 2,325,000 fr. (£93,000), notwithstanding which, it calculates on receiving under the new scale of dock dues, which came in force on September 1st last, 500,000 fr. (£20,000) per year less.

(pp. 11-2, No. 1,341, Report for 1893.)

Success has at last crowned the unwearied efforts of those who have so long fought for the much-discussed, greatly needed improvements of the port of Havre and of the River Seine, and the law authorising the works has at length been passed by the Chambers. But it has only been by a compromise, the original project having been cut down from 88,000,000 fr. (£3,520,000) to 42,500,000 fr. (£1,700,000), of which sum 27,500,000 fr. (£1,100,000) will be allotted to this port, and the remainder to the improvement of the Lower Seine. The works here will comprise the deepening of the south-west approach to the harbour; the protection of Cape la Hève, which is gradually crumbling away; the construction of a new outer harbour; and of a new deep half-tide basin, which will enable large vessels to enter the docks during a much longer period than at present. The Government will contribute one half of the above-estimated cost of the works, but no more, and the half of the amount to be expended at Havre will be paid by the Department, the town, and the Chamber of Commerce, the latter's share being 9,685,500 fr. These works will undoubtedly have to be supplemented later on by other ones, and it appears to be a mistake from every point of view that they are thus carried out piecemeal. It will probably be a year before they are commenced, and seven or eight before they are completed.

Much very valuable time has been lost, during which Dunkirk, Calais, and Boulogne have taken away some of the trade which previously came here, while Hamburg and Antwerp have improved their ports, and Southampton, which is also doing so, threatens to become a very dangerous competitor to Havre in the Transatlantic passenger trade.

In regard to its port, as well as to the town generally, Havre possessed 30 years ago magnificent opportunities; has seen some considerable improvements carried out; and yet remains with great, although diminished, possibilities within its reach.

The only works effected in connection with the port in 1894 consist in the continued dredging of the south-west approach to the harbour, and the completion of the petroleum dock, which is now available for shipping. 330 yards of new quays at the commencement of the Tancarville Canal have also been commenced.

(p. 11 No. 1,506, Report for 1894.)

In the port itself the petroleum basin has been completed; additional quays are being constructed at this end of the Canal de Tancarville, and dredging operations are being carried on by which in the course of this year the south-west pass will be deepened 1 metre, making it 3 metres below zero of the marine chart.

The new works at this port sanctioned by the law passed March 19, 1895, will not be commenced before the month of May, there having been many preliminary questions to settle between the various departments of the Government. Some alterations have been made in the original plans, the entry, which will be 200 metres wide, being placed 400 metres further to the north, and the mole being planned to run out in a south-west direction 850 metres, instead of 550 metres. These alterations will entail on the Chamber of Commerce of Havre an additional charge of 2,500,000 fr. (£100,000), making the total estimated amount to be defrayed by it 12,185,500 fr. (£487,420), which they hope to be able to meet out of the dock dues they are now authorised to levy.

It is calculated that it will take seven or eight years to complete them, and it is to be hoped in the interest of the port of Havre that it will not be found that much precious time has been wasted, and that in the meanwhile other ports have lured away trade and business which it will be most difficult to win back.

(pp. 9-10, No. 1,667, Report for 1895.)

The only real advance made last year in connection with the port itself was the completion of the dredging operation of the south-west pass, which has now been deepened 1 metre (3·280 feet), making the actual depth 3 metres below zero of the marine chart, for a breadth of 200 metres (656 feet).

The construction of the outer embankments authorised by the law of March 19, 1895, has been commenced, but nothing of real importance has yet been done.

(p. 9, No. 1,849, Report for 1896.)

The Chamber of Commerce is making steady progress in providing the most modern material for the loading and discharge of cargo. There are movable steam and hydraulic cranes fixed on rails placed on the quays, and electric ones have recently been added, which are doing good service on the Bassin Vauban. There are also several floating cranes which lift heavy weights and enable steamers to receive and discharge pieces of machinery without moving from their ordinary berths. . . .

Some slight progress has been made in the construction of the new maritime quays on the Tancarville Canal, and it is expected that 500 additional metres (546 years) will be ready for use in the course of the present year.

A contract has been signed for the lengthening of one of the dry docks by 39 metres (about 128 feet), to receive three mail steamers of a larger class than those now in use, which will be shortly constructed for the Trans-Atlantic Company.

(pp. 13-4, No. 2,034, Report for 1897.)

The work on the northern embankment for the new entrance to the port has been continued, and has made satisfactory progress.

The Chamber of Commerce has begun to take serious measures to remedy the defects in the present system of the unloading and delivery of cotton which were mentioned in my last report. A new shed has been erected on the quay where the cotton steamers are discharged, and is already in use. Three more sheds will soon be constructed, and new quay space will be added. It is therefore to be hoped that the conditions of delivery, and the despatch given to steamers will soon be greatly improved. (p. 14, No. 2,209, Report for 1898.)

The new works for the improvement of the port, which were sanctioned by the law of March 19, 1895, have been steadily continued throughout last year. The northern embankment is now almost completed for a distance of more than 700 metres, and the foundations of the southern embankment have been laid for a distance of 400 metres. A contract has been signed for the construction of the lock intended to give a new access to the docks, and the necessary preparatory arrangements in the dockyard have begun. The work will be seriously taken in hand during the present year.

A period of six or seven years must still elapse before all the improvements comprised in the programme of 1895 will be completed. No modifications of the original plan have yet been made, either in regard to the new entrance or to the port itself.

The largest of the dry docks is now being lengthened, and it is expected that this extension, which will give the dock a length of 200 metres, will be finished before the end of the year.

The Chamber of Commerce has built some more sheds for the reception of the bales of cotton discharged from the Bellot dock, and 1,000 metres of quay space have been added at the Havre end of the Tancarville Canal. This additional quay space can only at present be made use of by steamers of light draught, but it will be available for vessels of ordinary tonnage as soon as a new access has been made from the Bellot dock.

The Florida dock has been closed to navigation in consequence of the progress of the new works on the port. It was but little used by British vessels.

(p. 12, No. 2,387, Report for 1899.)

Present Port Accommodation.

In addition to the outer harbour (which is 3,116 feet in length by from 328 to 918 feet in width, with a depth at high water spring tides of 35ft. 9in.; low tides, 10ft. 1in. at high water neap tides, 26 feet; low tides, 19ft. 6in.), there are ten floating basins with a collective capacity of 190 acres, and 39,435 feet of quays. The superficial area of the ground adjoining thereto on which goods can be piled is 107 acres. These docks belong to the Government.

Basins showing depth of water at the entrance of

Appendix. 21st Day, No. 9—continued.

the basins at high water spring tides and the water area are as follows:—

	Ft.	in.	Acres.
Bassin du Roi	21	9	3
Bassin de la Barre	21	9	12½
Bassin de la Citadelle	30	10	14¾
Bassin de l'Eure	34	9	52¾
Bassin du Commerce	20	5	13¼
Bassin Vauban	20	3	19¼
Bassin du Dock	27	7	10¾
Bassin Bellot	34	1	52½
Bassin du Pétrole	30	4	4½
Bassin de la Floride	25	0	4½
			187¾

Quays.

All the basins are surrounded by quays, which amount to 39,435 feet in length.

. . . . . .

Dry docks.—The docks for the repair, etc., of vessels are six in number, and can receive those of 64, 68, 83, 130, 155 and 171 metres in length. One of these is now being enlarged to a length of 200 metres.

The arrangements vary according to the nature of the goods, which are either brought alongside the vessels in railway trucks and put on board by the hydraulic and other cranes, or, where rails are not laid down, are carted from the station to the place of shipment. Those brought by lighters are transhipped by the floating cranes.

Bonded goods are, of course, only shipped from that special dock, except on the very rare occasions when a vessel cannot obtain a berth there.

The arrangements for discharging are of a varied and mixed character, depending on the nature of the merchandise.

. . . . . .

Cranes.—In addition to a number of these machines owned by companies who have obtained concessions to erect or hire sheds along the quays, the Chamber of Commerce have established 71 steam, hydraulic, and electric cranes, with a lifting power of from 400 kilog. to three tons. It also owns six floating cranes able to lift 1,250 kilog., and one of 10 tons. These are all hired out at fixed rates. The French Compagnie Transatlantique have also a floating steam crane with lifting power of 30 tons.

There are also two masting sheers with a lifting power of 30 and 70 tons, and five fixed cranes of from 5 to 14 tons.

Warehousing accommodation.—The Chamber of Commerce have constructed on the quays 24 sheds (which are nearly all rented by steamship companies), with a length of 2,694 metres, and a superficial area of 92,315 square metres. There is also a cattle pen capable of containing 126 bullocks and 2,124 sheep—area, 2,000 square metres.

Besides these there are the Docks-Entrepôts du Havre (bonded docks); the Magasins Généraux; the Docks du Pont Rouge; and two or three more, the whole of which belong to private companies.

(pp. 8 and 60-1, Commercial No. 5, 1900. Figures converted into English measure.)

Rouen.

Port Administration.

There is no private ownership of docks or quays. Under Article 538 of the Civil Code the ports of France, including the quays and basins, form a part of the public domain. The Chamber of Commerce, acting as a Harbour Board, deputed by the State, regulates all affairs connected with the port. With regard to all the port fittings, such as derricks, storehouses, repairing slip, etc., they have been erected by the Chamber, but they become the property of the State after a period of 50 years. (Decree of the 19th January, 1886.)

(pp. 10-1, Commercial No. 5, 190.)

Port Improvements.

Several improvements have been carried out at the port. There are now eight pontoon steam cranes, one fixed steam crane, and three hydraulic power cranes on the quays. Weighbridges have also been established by the town. During the year a length of 126 metres of quay on the right bank has been constructed, and a new scheme for widening the quays on the left bank by 6 metres over a length of 551 metres, and the construction of six wharves is under preliminary legal inquiry. The scheme, the estimates for which amount to £64,000, includes the provision of new lights, buoys, and signals between Rouen and Havre, and the dredging of the banks between the former port and Duclair. The Banc des Meules, near Caudebec, which had a depth of water on it of only 10 feet 6 inches, has lately been dredged on a length of 100 metres, giving a channel of 50 metres wide, with a depth at dead low water of 16 feet 4 inches. A vessel of 1,750 tons, drawing 17 feet, has been able to come up at spring tides, and one of 1,300 tons, drawing 16 feet 6 inches, during neap tides.

(p. 593, Report for 1874.)

A law has been passed authorising the construction of extensive quays and other works along the river. To meet the cost of these works, which will involve an expenditure of 4,000,000 fr. (£160,000), a tax of 55c. per register ton will be levied on all vessels from the 1st of May next.

(p. 246, Report for 1875.)

The works for the improvement of the port, for which a charge of 55 c. per register ton has been levied on vessels since last May, have been commenced and are being pushed on actively. When these works are completed vessels of greater draught of water will be able to get good quay berths.

(p. 242, Report for 1876.)

A decrease in the coal trade from 531 vessels and 168,700 registered tons in 1878 to 473 of 156,009 tons in 1879, which he attributes in a great measure to most of the quay accommodation being taken up by the grain vessels, thereby causing owners of colliers to prefer other ports where there is less delay. The money for the prolongation of the quays having been voted, tenders are now out for supplying the materials, and when completed, as is expected in two or three years, there will be double the present accommodation in the Port Maritime, amounting to about 3,500 metres of quays.

(p. 627, Report for 1879.)

The works to improve the port sanctioned by the law of December 14th, 1875, have been completed during the year. They comprise the re-construction of certain quays on both banks of the river, the establishment of three wharves in wood, and the necessary dredging to give all vessels alongside the quay at least 5 metres at the lowest known tides. The new law of the 8th of August, 1879, has provided for an extension of 1,180 metres of quay on the right, and of 810 on the left bank of the river by joining two islands to the respective banks and cutting off sufficient from the other portion of these islands to have a passage of 200 metres between them. The sum voted for these works was 8,300,000 fr., and of this sum tenders have been accepted for 5,200,000 fr. The work this year will consist chiefly in completing the quays on the right bank of the river, and the dredgings on the left bank which is necessary for the construction of the quays there. There are also works not comprised in the above estimate, below the port of Rouen, namely the deepening of the river by the Prairies St. Gervais, and the placing of ten mooring buoys by the Ile St. Elie. Plans are also being studied for a slip and a dry dock.

(p. 318, Report for 1880.)

Great activity has been displayed towards completing the works for the new quays. . . . The Chamber of Commerce has also requested an authorisation from the

Minister of Public Works to establish 50 movable hydraulic cranes, which will be set up by an English firm.

(p. 302, Report for 1881.)

The continuation of the works, as voted by the law of the 8th August, 1879, have been carried on with great activity during the year. On the right bank of the Seine 600 metres of the new quay are completed and in actual use, and about 150 metres more are almost ready. On the left bank, beyond the 105 metres completed in 1881, the wall is being constructed for a further 105 metres, and beyond that the driving in of piles is being actively carried on. The filling in of the portion of the quays adjoining this bank will shortly be finished. The result of the dredging between the two quays is used for this purpose, and will give a depth between the two quays equal to that between the old quays.

The year 1883 will see the completion of these two quays, and will be followed by the joining of the old and new quays on the right bank of the river by the filling in of the creek—the last remains of the division between the right bank and the Ile du Petit-Gay.

(p. 147, Report for 1882.)

The law of August 8th, 1879, which provided for the lengthening of the quays on both banks of the river has been carried out this year without interruption. On the right bank of the river about 150 metres have been completed, making the new portion of quay 753 metres long. On the left bank beyond the 105 metres now in use, the quay wall is built for nearly 500 metres, and the remaining portion to complete the 798 metres is in course of construction. The quay behind this is nearly filled in, with the results of the dredging in the channel, and will be in use early in the present year. The plan to join old and new quays on the right bank of the Seine has been submitted to the Superior Administration, and will, it is hoped, soon be tendered for. The other plans mentioned in my last report will then be proceeded with. The different questions relating to the Port of Rouen and the canalisation of the Seine were the subject of discussion of one of the sections of the Society for the Advancement of Science, which held its twelfth session in Rouen in the month of August, and they were followed with much interest.

(p. 317, Report for 1883.)

The works which I have mentioned in my previous reports, to be carried out according to the law of the 8th August, 1879, have been completed as far as 753 metres on the right bank and 798 metres on the left, and are in actual use, but at present are not lighted, nor have the rails to communicate with the Northern and Western Railway lines been laid down. The remaining portion of 470 metres is commenced on the right bank, where the depth of water at lowest tides will be at least 6·50 metres, and possibly 7 metres. In a year from hence the depth of water between Rouen and Paris will be everywhere at least 3·20 metres, and this amelioration is expected to considerably augment the importance of the river navigation. The Chamber of Deputies have passed a further law, which appeared in the "Journal Official" of the 6th December, 1884, which law, together with a supplementary plan to be carried out by the Chamber of Commerce, will entail an outlay of 12,000,000fr., to be expended as follows:—

	Francs.
Purchase of large space for the extension of the port - - - -	2,000,000
Dredging - - - - - - - -	2,090,000
Construction of 400 metres of quay to receive vessels drawing 8 metres (at low water) - - - - -	980,000
Construction of a dry dock of 110 metres - - - - - - - -	2,200,000
Construction of a basin for wood and a special basin for petroleum -	2,230,000
Sheds for goods on quays - - - -	500,000
Hydraulic cranes - - - - -	1,200,000
Slips for vessels of 110 metres - -	800,000
	12,000,000

These important works will be immediately commenced, on ratification of vote of Chamber of Deputies, by Senate and Council of State.

(p. 416, Report for 1884.)

The new quays, of a length of 753 metres on the right bank and 798 metres on the left, are not yet paved and macadamised, but that work has been commenced, and will be continued throughout this year. The Northern Railway Company having established four lines of rails on the new quay on the right bank (Quai de Lesseps), the Western Railway Company is to proceed at once to place lines on the new quay left bank (Quai Jean de Bettencourt). The joining of the old and new quays on the right bank, a length of 470 metres, is being proceeded with, and will be completed this year. Part of this has come into use during the last year.

With reference to the works to be undertaken in compliance with the law of the 11th March, 1885, and given previously in detail, comprising the making of a wood basin, a petroleum basin, a dry dock, and the deepening of the river near Rouen, the adjudications have been partly made. The petroleum basin, which will be isolated from the other shipping by iron closures, and thereby giving perfect safety, will be completed in 1888. There are also to be 20 hydraulic lifts, windlasses, and sheds on the quays, and a slip, the plans for all of which are considerably advanced, and will all be commenced in the course of this year.

(p. 14, No. 96, Report for 1886.)

The all-important question of the improvement in the navigation of the river Seine, so necessary to this port, has at last, after the many commissions which have sat on the question, taken the shape of a "Projet de Loi," submitted to the Chamber of Deputies the 8th November, and by them referred to the Committee of Seaports and Navigable Highways. It is part of a project in which the port of Havre is chiefly interested. With regard to the Rouen interests, the plans are the improvement of the bed of the Seine above Quillebœuf and the "built-up banks" already exist, by dredging several places, where the depth is not as much as the average, and the repairing of the "built up banks" actually existing between Quillebouf and the river la Risle and their continuation to Honfleur in conjunction with dredgings. There would then be 7 mètres (22¾ feet) at neap tides, and 8·50 mètres (27⅞ feet) at spring tides. The whole expenses to be incurred are 96,150,000 fr. (£3,846,000),* of which the State is to pay 72,112,500 fr. (£2,884,500), to be advanced by the Chambers of Commerce of Havre and Rouen proportionally, and repaid in 15 years. Of the remainder, the town of Rouen will subscribe 1,000,000 fr (£40,000) and the Chamber of Commerce 3,547,180 fr. (£141,887), being their part for the works to be undertaken in the Seine, the "Conseil Général de la Seine Inférieure" finding 5,000,000 fr. (£200,000) for the whole project. They hope to be able to complete this in nine years.

The paving and macadamising of the new quays on the right bank, 753 mètres (2,470 feet), and left, 798 mètres (2,618 feet), are partly done, and will be continued during the ensuing year.

The rails on the right quay, which were declared of public utility for the Northern Railway on the 4th September, 1885, have been to a certain extent laid down. Those for the left quay, the extension of which were declared for public utility for the Western Railway, the 20th October, 1887, have been commenced. 470 mètres (1,542 feet) of quay on the right bank have been completed, leaving only some paving to be done, and 270 mètres (800 feet) are already in use for shipping.

The slip "Labat" is being built, and will be 90 mètres (295 feet) in length, and be able, if necessary, to accommodate a vessel of 120 mètres (394 feet) long. It should be finished the end of this year. The establishment of twenty hydraulic lifts has been tendered for, and is now before the superior administration for approval. Dredging is being carried on in the future petroleum basin, but that will only be completed the end of next year. The wood basin is also being constructed, and, it is said, will be ready at the same time; but too much faith should not be placed in these dates, there being a variety of reasons which may retard them, and certainly private initiative (which in public works does not exist in this country) has a great advantage in these matters, individuals rarely being able to wait complacently for a return for their money.

A trial of movable ladders to supplement the insufficient number of fixed ones in the port, is to take place without delay.

* The £ sterling has been calculated as=25 fr., as is usually done. Its value varies daily, and was on 31st December=25 fr. 33½ c.

Appendix.

21st Day, No. 9—continued.

The new stone bridge replacing the old suspension bridge between the maritime port and river port is, with the exception of the paving and parapets, completed; it is a very fine and well-constructed bridge. There is no time at present fixed for its inauguration, but that can hardly be delayed beyond this year.

(pp. 10-2, No. 277, Report for 1887.)

During the whole year the channel remained in the southern portion of the estuary. At first somewhat winding, it gradually became straighter, and at the end of the year it was almost straight, with a greater depth of about a foot in the shallower parts, giving a depth of 5·70 mètres (18 ft. 6 in.) at high water neap tides, and 7·50 mètres (24 ft. 4 in.) at high water spring tides. . . . . .

The building of the walls from Caudebec towards the sea has been continued, and some £4,000 has been spent on this.

The building of the north wall below Tankerville following a new direction, in accordance with later plans in connection with the improvements of the Seine, has been commenced. . . . . .

The wall along the passage "des Meules" above Caudebec has been completed. The deepening of the passage from Bendouville to a distance of 15 miles from Rouen has been continued. At 10 miles from Rouen, at Grande Couronne and Moulineax, the deepening and walling up have been commenced, the cost of which will be £30,000.

A project to improve the lower Seine is now before the French Chambers, and has passed its early stages. It comprises an outlay of about £1,000,000 sterling, £200,000 for deepening and £800,000 for building walls. The new walls would reach Honfleur on the south side and on the north side about five miles below the present mouth of the river. The sum of about £28,000 has been expended in improving and extending the port. The levelling up with earth of the quays on the left bank has been completed, and the paving and laying down of rails thereon are being carried out. On the right bank the paving, the relevelling, and the extension of the rails was continued with the view of being able to make as much use as possible of the 3,500 mètres of quay now completed.

The digging out of the petroleum basin has been completed, and it will be ready for use in the course of the present year. That of the timber dock continues.

The slip "Labat" has been commenced, and will accommodate vessels 90 mètres (300 ft.) long. It will be ready for use next September.

The hydraulic lifts are being put up on the left bank, and the building of sheds covering a space of 12,000 square mètres will shortly be put up to public tender.

The new iron and stone bridge, replacing the old suspension bridge across the river, and dividing the maritime and river ports, was opened to circulation on the 23rd of June. A further sum of £20,000 was expended during the year to complete the bridge.

(pp. 11-2, No. 486, Report for 1888.)

The repairing of the training walls was continued in accordance with the law of 1883. £48,000 was expended on this between Caudebec and La Risle. Half the amount which was voted by the said law (£376,000) has now been used. About 15½ miles have been repaired. A further sum of about £32,000 will be expended during the year 1890. The deepening of the Bardouville passage was continued with a credit of £4,000, and a gain in depth of some 20 inches was obtained. The deepening of the passage of Moulineaux and Grande Couronne, near Rouen, was also proceeded with at a cost of £5,800. It is proposed to deepen the shallow parts here 39 inches, and half this increase of depth should be obtained in 1890. These parts, although not dangerous, cause vessels delay. It is also the intention of the engineers to dredge the shallow parts at Le Trait, near Caudebec, after which there will only remain those at Flaques, near Aizier, the dredging of which, requiring considerable labour and expense, will only be undertaken after a special vote by Parliament for the purpose.

The digging out of the petroleum and wood basins, and the filling up and arranging of the spaces surrounding them were continued at a cost of £28,000. The petroleum basin is now in use, and has unfortunately been the scene, in the month of December, of a sad disaster, accompanied by the loss of one life.

The Chamber of Commerce is continuing to build the sheds for goods on the quays, and to put up the machinery for the hydraulic lifts.

The proposal to improve the channel of the lower Seine, voted by the Chamber of Deputies, some details of which were given in last year's report, is again before the Senate, and the question when these improvements will be commenced is therefore in suspense. The proceedings of the Senate, during the present session, with reference to this question have not been encouraging. The majority wish the works to be undertaken without the financial assistance of the Treasury, and this would, indeed, handicap the port of Rouen as well as that of Havre. In other French ports the improvements have to a great extent been financed by public money, and the proposed method would necessitate levying higher dues on ships in this than in other ports, and a corresponding loss of tonnage in consequence.

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The new bridge across the river, opened in 1888, was built at a cost of £160,000, half being paid by the State and the other half by the city.

(pp. 17-8, No. 671, Report for 1889.)

The channel remained in the southern portion of the estuary during the year, taking, however, a direction towards the central portion, and finishing with an almost straight run into the river. The navigation, in consequence, was very easy, with deeper draught of water than has been experienced for years. The navigation, as a fact, has not been limited as to draught of water by the shallow parts at the estuary, but by the shallow parts of the bed of the river where the training walls exist, and which could easily be deepened by dredging. The system of laying down the buoys commenced in 1889 to mark the channel has continued to give entire satisfaction. . . .

The repairing of the training walls between Caudebec and La Risle was continued. £32,000 was expended in repairing some 2½ miles. The same sum will be allotted for the year 1891. The channel in this part of the river is in good condition, except the shallow part at Flaques, above Aizier, formed by agglomerations of shingles. The dredging of the shallow parts at Le Trait, above Caudebec, was commenced, and will be continued and completed in 1891.

The following work in that portion of the river was authorised by decrees:—

The construction of training walls across the broad spaces known as "trous du Trait" and "trous Malacquis," to do away by that means with the eddies which are created in them, and as a result deepen the bed of the river. This outlay is estimated at £17,640, and the work will be commenced in 1891. Nearer Rouen the building of training walls at Moulineaux and Grand Couronne have been finished, and the dredging has been continued to obtain a depth of 18ft. at neap tides, and 22ft. 9in. at spring tides. This result and a similar one in the shallow parts at Croisset will be obtained in 1891.

The petroleum basin is now quite completed. The timber dock is not yet ready for use, but the filling in of the surrounding spaces and levelling of the same has been proceeded with during the year. The cost has been £28,000. The plan to extend the line of rails of the Western Railway Company to the wood and petroleum basins on the left bank of the river has been approved of, and will be immediately put into execution. The slip Labat has not been much in use during the year; the fact of their tariff being based on the gross and not on the registered tonnage is not a popular one, and possibly an alteration in the charges would be of advantage to all parties. Four covered sheds, covering an area of 130,000 square feet, were completed; also five hydraulic cranes on the left bank of the Seine, which would render valuable services if the scale of prices for their use, which is very high, was amended. There are five others now being put up on the right bank, and there is likely to be a further development in the number of these cranes in the future. The Chamber of Commerce is about to obtain permission to acquire land on the right bank of the river as far as Croisset, to enable them to extend the port at any future time, when it may be desirable.

(pp. 18-9, No. 839, Report for 1890.)

I pass now from the side of the external or foreign trade of Rouen to that of its harbour works, and the changes that are being made in the conditions under

which vessels may enter the estuary and the Lower Seine. On the side of our foreign trade much that I have had to say has been of stagnation and depression; upon the side I now enter, there is nothing to report but incessant and active progress. The number of vessels visiting the port may be decreasing; the length of the quays at which they can discharge is steadily on the increase; the first step has been taken to supersede gas upon them by electric lighting, so that work may go on through the night. Another of the great railway lines of France—the Orleans—will shortly be connected with the southern of our quays, and the rail-cars and other facilities placed at the disposal of vessels discharging there will be many times multiplied; the petroleum basin will be more than doubled in length and area; more and more water is being obtained by incessant dredging upon the shallower points passed over by vessels ascending the Seine; and the lighting of the estuary with gas buoys has proved, by the experience of the past 12 months, that the river may be entered at night with ease and safety.

Briefly summed up these are the improvements lately made, or now in progress. They have received nowhere the slightest check in consequence of the diminished activity of the port. This will be surprising to many Englishmen. If Liverpool or Southampton had suddenly received a blow to their foreign commerce that sent down their entries of shipping some 20 or 25 per cent., the harbour works would certainly and instantly feel the contre-coup, their execution would be delayed, and shares in their harbour loans would probably not stand at a premium.

The absence of any such effects upon the progress of the harbour works of a French port like Rouen is due to the centralized system of Government in France. The plans and estimates of all these works, designed in fairer times for the port, have been drawn up by State engineers; the harbour board or chamber of commerce, the town or municipality, county or department, and the central Government, all contribute fixed proportions towards the cost of their execution; the expenditure has received the approval of the Chamber of Deputies and of the Senate, and finally they are being executed by a corps of Government engineers. It is difficult to upset any works in which so many distinct bodies take part, and for the cost of which so many budgets have been arranged to provide. And so, despite the diminished shipping, the improvements go on merrily, and the anomaly between a decreasing shipping and an increasing harbour expenditure appears to trouble nobody.

I will describe these improvements in the order in which I summed them up. No one entering from the seaward will fail to remark the first of them upon his left, as he enters the port. In my last report upon the harbour of Rouen I told of the provision being made for the future extension of our quays by the expropriation of a strip of land 2,500 metres in length and 80 metres in width upon the right bank. This has now been carried out. An excellent road, the Boulevard Croisset, planted with an avenue of plane trees, has been completed along the whole length expropriated, and the prolongation of the old Quai Boisguilbert by 270 yards to the westward—a work to be finished this year—will be the first step of the gradual extension I then spoke of. The rails of the Compagnie du Nord, now serving the northern quays throughout their whole length, will be carried on upon it, and it will be provided with hydraulic cranes for the discharge of cargoes from the ships' holds, straight into the rail-cars.

I think there is little doubt this quay will eventually be lighted by electricity, though there is just now a dispute as to which body shall bear the cost. A recent ministerial decision, based upon a law of April 5th, 1884, has laid down that the expense of lighting the quays should fall entirely upon the town or municipality. A vessel moored to a quay of the harbour is likened to a house bordering a street, and as everything entering the town from her is subject to the octroi or town dues, it is argued that the quay to which she is moored should be lighted wholly and solely by the town. The Municipal Council of Rouen do not entirely accept that view, so far as regards electric lighting, and the question is under discussion yet.

Though less noticeable from a ship's deck on entering, a similar work is progressing on the left bank of the river where the lengthening of the southern quay keeps pace with the northern. Upon that side the Quai Bethancourt will be prolonged 189 metres this year, and the rails of the Compagnie de l'Ouest carried forward upon it will enable ships discharging from the wood basin on the one side as well as those clearing from the new quay on the other, to place their cargoes on the rails of the same company. For our southern quays have now reached the strip of land (formerly the Island Rolet) which divides the wood basin from the river, and this strip will now be laid out as a quay and entirely utilised for the service of ships.

It is upon the Quai Bethancourt and around the wood basin that our first essay in electric lighting—the second of the improvements I mentioned—is to be made. This work is a natural complement to the lighting of the estuary. Vessels now enter the Seine and ascend with ease at night. By doing so they gain a tide and avoid a delay of 12 hours in the Havre Roads. The electric lighting of the quays on which all coal is discharged will afford colliers the chance of gaining another 12 hours, for work may then go on upon them rapidly and uninterruptedly through the night. It is proposed to light that part of the Quai Bethancourt and also both sides of the wood basin with 27 electric lights, of a power of 50 carcels each. The lamps will be set upon pillars 25 feet high, and they are to be not less than 27 yards from the edge of the quay. This number, it is calculated, will sufficiently illuminate about 60 acres of quay and basin in that quarter.

The whole of the first cost of setting up the plant is to be borne by the State. The cost of the production of the electric power for the maintenance of these lights is estimated at 14,000 francs (£560) per annum. Under recent decisions this cost would, as I before said, fall to the municipality, but that body regards its lighting duties fulfilled by the cheaper radiation of gas. It says therefore to the Chamber of Commerce—"If you desire a more brilliant and costly light for the benefit of the shipping you must share with us the greater expense." And the decision ultimately arrived at is that the town shall give 10,000 francs yearly, and the Chamber of Commerce, whilst hedging itself in with clauses stipulating that its concurrence shall not establish a precedent, consents to pay annually the remaining 4,000 francs. It will reimburse itself by a small lighting tax, which is to be levied on all vessels clearing at night. The work of the electric lighting will shortly be begun, and it is expected it will be finished before the end of this year. . . . .

The next of the harbour works to be spoken of is the enlargement of the petroleum basin, rendered necessary by the development of the petroleum trade of the port. The present basin is rather over 700 metres in length. Nine hundred metres are now being added to it, so that before long the great refineries and petroleum depôts established here will have a basin rather over a mile in length arranged especially for their ships and devoted solely to their trade. Nature has made the enlargement an easy work for the Rouen engineers. More of the islands that beautify the surface of the Seine are to be seized upon to affect it. Less than 10 years ago four long islands divided the river into two channels just below the town. Covered with a perpetual green and planted thickly over with fruit trees they formed, especially at spring time when in a mass of bloom, as fair objects as could possibly greet the eye, and they were popular resorts of pleasure parties from the town. The manufacturing spirit as it advances expanding our suburbs has seized upon them one by one and converted them to its unbeautiful uses. The upper or Ile Rollet has long disappeared. Joined at its upper extremity to the left bank it now divides the wood basin from the port; a rail runs over it, its banks are stone-faced, and its surface, converted into a quay, is blocked with hillocks of timber and coal.

The second or Ile Elie has disappeared also, having been joined to the mainland by a dam thrown across from its centre to the left bank. The channel between the first two of these islands being left open, formed the entrance to the wood basin on the east, and petroleum basin on the west. The third of these islands, the Ile Poutrel, will now follow the fate of the others through the extension of the petroleum basin. A junction of its eastern extremity with the Ile Elie will throw these two islands into one; at its western end it

Appendix.

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will be joined by a broad dam to the left bank. The dam which now forms the end of the present petroleum basin will be cut through, and thus a long basin, 1,600 metres in length, will be created which is to form the new petroleum basin. The basin now in use is provided with quays for five ships well separated the one from the other. The extension gives room for six more quays, three of which will be constructed at once and the remainder as the necessities of the trade call for them. Few ports will then be able to offer a greater assurance to ships laden with petroleum against accidents by fire than Rouen with this basin over one mile in length and completely isolated from the remainder of the port. I should add that the entrance to it is to be made easier by a cutting off of the northern point, that is of the south extremity of the former Ile Rollet, upon which also a fixed red light is to be placed.

When I come to speak of the improvement in the Lower Seine made through dredging and dyking, I am met by a difficulty. The work though unceasing is so slow and gradual—from month to month almost imperceptible—that except to the mind of a man engaged in engineering interior navigable waterways the usual description is only confusing and meaningless. I shall carry no meaning to the ordinary mind if I say that the bank of Croisset has been reduced by dredging, in the past five years, from an elevation of 105·10 to 106·04 in the technical scale by which the French engineers measure the progression of the work done by them. A more simple and intelligible, if rougher, description is wanted than this. We shall get it if we start from the basis of the zero line of the marine charts, and bear in mind that when a shoal in the Seine has been dredged down to that level, it will have upon it about 6·20 (20 feet 2 inches) of water at average high tides. A few years ago the banks of Croisset, Grand Couronne, Moulineaux, Bardouville, and Meules were all from 2 to 3 feet above this level. The first three of these are now shorn down by dredging to 0·20 below the zero line. That is to say, a fairway giving from 3 to 4 feet more water, throughout a width of 100 metres, has been cut through them. The work of increasing this depth to a whole metre below the zero line is now in progress upon the bank of Grand Couronne.

Upon the larger bank of Bardouville which lies across the river 20 miles below Rouen, and is two miles in length, a greater depth of water has been attained, a pass 50 metres in width and one metre below the zero line having been dredged through it. A heavy additional piece of dredging on this bank was decided on last year. It has been determined to double the width of the pass. That is to say, from 1 to 1½ metres are to be taken off the bank throughout its whole length for an additional width of 50 metres.

The increase in depths gained may seem to some small. The importance of the work will be made clearer to many when I say that the dredging and dyking of the Passe de Bardouville alone has already cost £54,308 (1,357,689fr.), and the work now to be undertaken upon it will, I am told, cost another £25,000.

Perhaps the most important of the dredging works to be commenced this year is the removal of the Banc des Flaques, a bank which lies across the bed of the river about six miles from the entrance. The point marking the 322nd kilom. from Paris stands about its centre, and it is nearly a mile and a half in length. So far it has been left alone, partly because it has not presented a serious obstacle to navigation, ordinary high water giving a depth of 6·20 metres upon it, and partly because, unlike the other banks which are of soft alluvium, it is composed of a stiffish conglomerate. Until the late trials had proved to the contrary it was thought to be too stiff to be attacked by dredgers, and the greater cost feared has caused work upon it to be deferred till now. As, however, the shallower points in the river have been successively deepened, it was felt that the time had come for facing this last and worst obstacle in the river bed. Careful observations have shown that lying across the channel at that point it acts as a submarine barrier to the free in-flow and out-flow of the tides. They have shown that whereas the fall of the river during the ebb is only 0·06 of a metre in the 1,000 metres above this bank, immediately below it the fall becomes 0·09 in the 1,000. And with the flood the fall of the waters from off it increases also in the same degree, but of course in the opposite direction. It is clear that it materially hinders the in-flow of the tides and lessens the volume of water that enters the river. As it is to the free automatic working of the tides that we look for preservation of the depths obtained by dredging, the necessity of its removal became more and more evident. The work will be shortly commenced. The plans which have been approved are framed to provide for an increased depth of one metre throughout a channel whose least width will be 150 metres. To obtain this it will be necessary to remove about 450,000 cubic metres of the bank. The expense is estimated at 2fr. the cubic metre or 900,000fr., which with 80,000fr. more for unforeseen expenses will raise the cost of this work alone to nearly £40,000. Three new dredgers and another tugboat will soon be at the disposal of the engineers, chiefly for the above work, and that to be undertaken upon the Passe de Bardouville. Two are being constructed by a French firm at Lyons, and the third has been transferred to Rouen from the Government service at Dieppe. One of the new ones, which has cost £3,200, is now completed, and will be in the river in a few weeks.

It only remains for me to say a few words regarding the lighting of the entrance to Rouen Harbour—that is, of the estuary—by gas boat-buoys. There is nothing new to report on this. Within the past five years the system of marking the estuary channel has been twice changed, and nothing perhaps has shown more the determination of the Rouen authorities to render the entrance of their harbour easy and safe.

(pp. 24-31, No. 1,372, Report for 1893.)

Of the works for the improvement of the port and the Lower Seine I can say that despite the diminution of the shipping frequenting the port they are being actively carried on, and some important works have been completed, and others undertaken, since I last wrote. Instead of a slackening there seems to be a quickening of the efforts to make Rouen more accessible to ocean shipping of greater tonnage and deeper draught. The material at the disposal of the engineers was increased about a year ago by the purchase of a new and powerful steam dredge, 2 elevators, 2 more steam tugs, and 12 additional barges. With this increase of material dredging operations have been more active all along the line of the Lower Seine. To begin at the entrance of the port, the banks of Grand Couronne and Moulineaux, which, when I last wrote, had been dredged down to 0·20 metres below the zero line of the charts, are now deepened to 0·50 metres below that line. The entrance of the wood and petroleum basins have been deepened, and access to both these basins has been further facilitated by the cutting off the point of the old Isle Rollet, which widens the entrance and makes the turn into the petroleum basin more easy. The approach to the slip also, which was at one time threatened by the deposits thrown down in the dead water at this point, has been cleared by dredging. The lowering and widening of the "Passe de Bardouville," cut through the bank of that name, between 266 and 272 kiloms. from Paris. proceeds steadily, but more slowly. Work upon it has been interrupted to carry out the more urgent dredging about the wood and petroleum basins, but it will shortly be recommenced. Passing down the river, the next elevation in its bed is to be found in the Banc des Meules (304 to 307 kiloms. from Paris), and for the removal of this a ministerial decree of January 15, 1895, has authorised some special works consisting in a rebuilding of the northern dyke at that point for a distance of 2,300 metres, and a dredging of the shoal itself. These will be commenced this year. But perhaps the heaviest piece of work of those in course of execution is that near to the point where the river opens out into the estuary between the 322nd and 328th kilom. A glance at the chart will show that the river makes a sharp bend here to the south, and being met by the hills which are covered by the Forêt Bretonne, deflects again abruptly to the north-east. The free play of the tides is impeded here. The works in progress are (1) a deepening of the bed at this point by a dredging of the stiff Banc des Flaques so as to form a channel through it 150 metres in width, and 1 metre below the zero line; and (2) a cutting away and redyking of the whole northern bank of the river between the 322nd and 328th kilom. This work, together with the others I have mentioned, are all details of a general plan, the governing idea of which is the removal of every hindrance to the free inflow of the flood tides. "Admit," the engineers say, "the largest possible volume of water into the river. Then compress it by means of strong dykes, and let the river current, reinforced by the ebb tides, do the rest, helping it here and there by dredging the most prominent points in the river bed."

It is hardly necessary for me to say anything more of the works authorised by the law of 19th March, 1895, which settled the long pending question of the "harbour works of Havre and the Lower Seine." So far as Rouen is concerned, the dykes in the estuary are to be extended westward to the meridan of Honfleur, and they will gradually open out, and one from the other, until they form a funnel-shaped entrance to the river 2,000 metres wide at its mouth. It is hoped that the scouring force of the river, strengthened by the ebb tides, will be then sufficient to open and keep steady a deep channel through the western half of the estuary to the sea. The first step in these works is to be an extension of the northern dyke by 270 metres, and this is already begun. With regard to the cost I will only remark here that the improvements in the Lower Seine, sanctioned by last year's law, provide for a further and special expenditure of 15,000,000fr. (£600,000) upon the access to the port of Rouen, and that one-half of this is borne by the State, and one-half by the Chamber of Commerce of Rouen, the municipality, and the Department.

Two or three works in the port itself which have been completed within the past year have yet to be spoken of. The last touches are now being put to a portion of the new quays of which I reported the commencement, and in a few weeks ships will have 252 metres more quay room at their disposal upon the north side of the port. The depth of water alongside the new quay is 7 metres at lowest spring tides, so that the largest ships entering Rouen can make use of it. The extension of 189 metres of the quay upon the other side of the river advances more slowly, but it will be finished this year.

Our first essay in the lighting of the port by electricity was also made last year. The quay of St. Jean de Bethancourt and both sides of the wood basin are now lit solely by electricity. Twenty-eight lamps of a power of 10 amperes each, and placed upon iron pillars 33 feet in height, and from 75 to 85 metres apart, thoroughly light over 60 acres of quay and storage space upon both sides of the wood basin. The dispute as to cost was settled by a compromise, the State providing for first expense of installation, the Chamber of Commerce supplying the engine-house and motor engine, and the town undertaking the charge of annual maintenance.

The last improvement I need speak of in this report is the extension of the petroleum basin, which is also practically complete. I have before told how the extension has been effected. The old basin, 700 metres in length, was formed by the junction of the Isle Elie at its western extremity with the mainland. The new basin is made by a joining of the Isle of Elie to the Isle Pontrel, and a connection of this last island to the left bank by means of a dam. The old dam joining the Isle Elie with the mainland being cut through, a new basin is formed 1,600 metres in length, or more than twice the length of the old. The dredging of the new basin is already finished, and three new quays in the extended portion for the mooring of ships will soon be ready. The extremity of the old basin will form the point of division between the two parts of the new, and a *barrage isolateur* is being fixed at that point to prevent communication between them. When all is finished, there will be few ports so well arranged for the petroleum trade, or which possess a basin over a mile in length set apart for the trade, and so entirely separated from the town and remainder of the port.

(pp. 18-20, No. 1,668, Report for 1895.)

I have mentioned above the increasing size of the British ships visiting Rouen, and upon this point I feel it is a duty to give a word of caution. I have the less hesitation in doing so, as no one can charge me with having omitted to point out the many, and to British ships trading here the invaluable improvements made to this port, and to the navigation of the Lower Seine. I have also fully described the better lighting and buoying of the channel through the estuary, and published the best of all testimony—that of British masters constantly visiting the port—to the greater security of navigation ensured by these improvements. But British shipowners should remember that though the dangers of the estuary have been minimised by careful buoying and good lighting, they still exist for vessels over a certain draught and size. In the estuary itself the greater scour of the river produced by dyking has not apparently increased the depths, nor have the dykes been yet carried out far enough to steady the channed and prevent its constant shifting.

It is impossible to lay down an exact limit of draught and size, and say: "No British ships greater than this should enter the port of Rouen," for during exceptionally high spring tides this port, and the Lower Seine, and, above all, the estuary, have exceptional depths and security for navigation. Full information on such points as depths of water in river and alongside quays has been given by me from time to time. But I find that last year 40 ships entered this port drawing 21 feet and over. The size of the petroleum ships coming here seems to me to call more especially for a word of caution. During the last eighteen months we have had here a ship carrying more than 4,500 tons of petroleum, and drawing over 23 feet of water. I do not wish to go so far as to say that no vessel of this size ought to enter this port, but it is my plain duty to point out that such vessels are ill-adapted for crossing the estuary, for manœuvring in the narrow river channel, and for turning into the entrance to the petroleum basin.

The channel through the estuary has been unusually unsteady during the past year. I have before me five different charts of the estuary published by the engineers of the Ponts et Chaussées in the last six months of 1896, for the moment a change takes place in the direction of the channel, the new channel is at once sounded and buoyed and lighted, and a fresh chart issued . . . For when we speak of the channel it must not be forgotten that that is not the sole outlet of the waters of the river, but only that it is the deepest, and therefore the one selected for navigation . . . There could not be a better system than that adopted by the French authorities of publishing a fresh chart the moment a change of direction in the main channel has necessitated a re-buoying of it, and upon these charts the course it has just left is always traced, and the date of the previous change is also stated.

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Of public works affecting British shipping and trade in the Port of Rouen and the Lower Seine there is not much of interest to relate this year. Dredging has been carried on steadily upon the banks in the channel of the river with the object of both increasing their depths and of admitting the flood tides more freely into the river. The deepening of the wood and petroleum basins is now practically finished. The Banc des Flaques, the Bancs des Malacquis, and the Passe du Trait are the points upon the Lower Seine which have chiefly engaged the attention of the engineers, and very heavy dredging has been done last year upon the first of these. But at all these points, and, indeed, all along the line of the Lower Seine, there is water enough for the vessels that usually enter this port. Nowhere in the channel of the river have masters to fear a want of water. It is lower down, in the estuary itself, that the hindrance to navigation exists. All the prominent points in the river channel that formerly impeded shipping have now been dredged down below the zero line of the charts. But at the "seuil" of the estuary, literally the sill of the doorway into this port, the engineers are now compelled to mark an elevation of the mobile banks that reaches 1 metre above zero.

So far, it has not been thought worth while to attempt any dredging in the estuary itself, but this is now to be tried, and a "suction dredger" will be placed in the channel beyond the ends of the dykes, in the hope that the channel may be deepened and steadied by it.

The new quays, of which I reported the near completion in my last report, were placed last year at the service of shipping, making in all 441 metres (1,470 feet) of additional quay room, of which 252 metres are on the right and 189 metres on the left bank. The rails of the Northern Company have been extended upon the right bank, and those of the Western Company upon the left bank over these quays, and the Chamber of Commerce has prolonged over the same quays the rails of their hydraulic and steam derricks. Three new quays upon the northern bank will be lighted by electricity during the present year.

(pp. 2-4 and 16-7, No. 1,860, Report for 1896).

The question of making Paris a seaport, or deepening and making a maritime waterway of the Seine between Rouen and Paris, has occupied public attention again during the past year, and in the last few months it may be said to have both advanced and receded a

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step. Something of a shock was felt by all shipping interests at Rouen when, in June last, the work was "declared to be of public utility" by the Parliamentary commission elected to report upon it. Within the past few weeks, however, a note reassuring to both Rouen and Havre has been struck by the report of the Budget Commission pronouncing strongly against the project. But it cannot be denied that in gaining the Parliamentary declaration of public utility an important point has been gained by the supporters of the scheme. For the present it may be shelved, but the report of the Commission has given to its advocates a firmer footing than they have hitherto had. Its execution, if ever it be carried out, will be disastrous to shipping interests at Rouen.

In speaking of public works that immediately affect British shipping frequenting Rouen, I am glad first to be able to report a great improvement in the navigable condition of the estuary. At the end of 1896 and beginning of last year this had grown so bad as to cause considerable uneasiness to all shipping interests at Rouen. During 1896 the channel in the estuary had been very changeful in its movements, and a gradual rising of the banks had taken place at those points where, the flood meeting the ebb, slack water is produced and the earth particles with which the ebb is charged are thrown down. Where for years past there had been no elevation above the zero line of the marine charts banks had risen over 4ft. above that level. Since April last this condition of things has been steadily improving, and the highest of the banks impeding navigation has been lowered 5ft. A powerful suction dredger was put on in March last at the entrance to the navigable channel, and the Government engineers claim that the improvement is due in great part to its work. It is also hoped that with the aid of the dredger the direction of the outflowing tides may be regulated, and that their scouring force will now be exerted along the line cut out by the dredger. The direction the navigable channel has taken is that most favourable to navigation, with its entrance north of the bank of Amfard and near to Havre.

The work of carrying out the dykes into the estuary has been carried on without intermission, and last year saw 1,700 metres of the new northern dyke completed. Upon this work alone there are now employed 1 steam tug, 2 steam lighters, 15 ordinary lighters, and 500,000 tons of stone in blocks from quarries close at hand near Tancarville have been contracted for. The dykes on the south side of the estuary, at the entrance to the River Risle, were finished last year.

Perhaps the most important work completed in 1897 has been the dredging of the Banc des Flaques. This bank, situated 10 kiloms. inside the river's mouth (321 to 322 kiloms. from Paris), was unlike most of the banks of the river, which are composed of a soft alluvium. It consisted of a stiff conglomerate, and it formed a sunken barrier lying across the bed of the river at this point, barring, to a certain extent, the free ingress and egress of the tides. The work of its removal has occupied two years, and has cost about £50,000. A channel 210 metres in width, parallel to the north dyke, and of a depth 1 mètre below the zero level, has now been cut throughout its whole length. At ordinary high tides this bank will now have upon it 24 feet of water.

In connection with this work the first steps have been taken for increasing the breadth of the river at the point where it sweeps round the so-called Cape of Petiteville making a sharp bend from S.W. to N.W. The material dredged from the Banc des Flaques has been utilised in the formation of a dyke that has been thrown across the low ground lying behind the bend. The compression of the water at this point will, it is anticipated, be sufficient, with a little dredging in aid, to carry off the low land jutting into the river at the apex of the bend and another lateral obstacle to the free flow of the tides will be thereby removed.

Further up the river heavy dredging has been carried on throughout the year upon the bank of Bardouville, between Duclair and La Bouille (270 kiloms. from Paris), the object being to increase the breadth of the channel at this point from 50 metres to 100 metres, and to give it throughout a depth of 1·50 metres below the zero level. The length of the bank, nearly 6 kiloms., has made this one of the most heavy of the dredging operations carried out in the Lower Seine. It has already cost over £40,000, and another £20.000 will be spent upon it before it is completed. I may say here that the deepening of the navigable channel through the Banc des Meules (304 to 308 kiloms. from Paris) has not yet been commenced. £39,000 have been voted for the work, but want of dredging material delays its execution.

We have now arrived at the entrance to the port, where, with few interruptions, dredging has been carried on for several years upon the banks of the Grand Couronne and Moulineaux. A channel 100 metres in width, and 1·20 metres below the zero line was last year completed through these banks, and as this result is thought sufficient for the present requirements of the port no further work will be done here. This piece of dredging has cost £22,000.

Amongst the minor improvements completed in the port itself last year are the electric lighting of the new quays upon both sides of the harbour, the consolidation of the banks of the new extension of the petroleum basin; and an increase in the mooring accommodation of both wood and petroleum basins. The work of deepening the entrances of both these basins has also made some further way, and the Chamber of Commerce is adding to the discharging and loading facilities of the port by the provision of five more hydraulic and one experimental electric derrick.

(pp. 11 and 13-4, No. 2,027, Report for 1897.)

Present Port Accommodation.

There are no docks at Rouen of the kind usually found in seaports. From the river itself four basins are formed; the maritime basin, the fluvial basin, of which the area is 28½ acres, the petroleum, and the wood basins. Of these, the maritime basin, or general port, is the largest. Its area is nearly 57 acres, and its depth varies from 16½ to 33ft. at lowest tides. The total length of quays utilisable in the maritime basin by sea-going ships amounts to about 4,372 yards, of which rather more than half is on the left bank. They are classed as old and new quays, according to the depth of water to be obtained alongside them:—

	Depth alongside the New Quays.	Depth alongside the Old Quays.
	Ft. ft.	Ft. ft.
At high water springs - -	From 27 to 30¼	From 24½ to 28
„ low water springs - -	„ 21 to 23½	„ 18¾ to 21¼
„ high water neaps - - - - -	„ 23 to 27	„ 20¾ to 24½
„ low water neaps - - - - -	„ 19¼ to 21¼	„ 17 to 19

There are 889 yards of new quays, and 3,418 yards of old quays.

The petroleum basin is completely isolated and cut off from the remainder of the port. It is 5,248 feet in length, and petroleum ships discharge their oil from it into the refineries erected upon its banks.

The Wood Basin is also a separate branch of the port, and six or eight vessels can moor alongside its quays and discharge their cargoes together.

The Fluvial Basin is formed from the river above the maritime basin, from which it is divided by two bridges. It is set apart for the river and canal traffic,

which takes a large share in the movement of the port of Rouen.

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The Port of Rouen is created out of the river Seine by dredging and by the construction upon its banks of quays of masonry suitable for the mooring, discharging, and loading of cargoes. Rouen, unlike most seaports, is shallower at low-water neaps than at low-water springs.

The superficial area of the quays upon which goods may be discharged amounts to about 86 acres. The quays of the north bank are served by the "Northern Railway Company" of France, whose rails run along their whole length. Those of the south bank are served by the "Western Railway Company." There is a junction between these two railway lines, so that goods discharged upon the northern bank may be despatched to the centre and west of France over the system of the Western Railway Company, and goods discharged upon the south bank may be despatched to the north and north-east of France over the system of the Northern Company.

There are 54 derricks, of which 24 are hydraulic and 10 steam, with a lifting power of 1 to 1½ tons, which run on rails alongside the quay edge, so that vessels may discharge right into the railway waggons. There are also one 10-ton fixed steam derrick, one 30-ton fixed hand derrick, and five other derricks more or less used. Besides these, there are 35 floating steam derricks mounted on pontoons for transhipping cargo into lighters for transit.

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There are bonding warehouses on both north and south banks of the river. Those of the "Dock and Bonding Warehouses of Rouen," the "Entrepôts et Docks de Paris," and that of MM. Lecart et Martinart are the largest, and are all on the south bank.

(pp. 10, 62 and 73, Commercial No. 5, 1900. Figures converted into English measure.)

CHERBOURG.

Port Improvements.

To those who take an interest in the improvement of the port it is discouraging to find its advantages so neglected, and it is almost disheartening when required to make an annual trade report, which would offer such ample materials if the local resources were developed with greater intelligence and enterprise.

A proposal has been made to construct a large basin in the roadstead, in which Transatlantic steamers might enter at all tides, but it will be difficult to find the funds. It would be a more feasible plan, and the cost comparatively inconsiderable, to carry out a pier, along which steamers of beyond the average tonnage could lie and disembark passengers and goods. This pier could also eventually form one of the sides of the projected basin.

(p. 396, Report for 1873.)

The dredging of the commercial port was commenced in the month of October last, and has been carried on since with success, and when completed will deepen the harbour by 3 feet.

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The construction of the new pier or jetty wharf has been decided on, and the mayor is empowered to treat the question with the Ministers of Public Works and Finance, as well as with the general Council of the Department.

This wharf will, it would appear, be a continuation of the east entrance pier to the commercial port.

The town has voted towards its construction £13,330, and the Department £6,666; its estimated expense being £60,000.

(pp. 323-4, Report for 1874.)

The port of Cherbourg, as a port of refuge and of call, is most important from its position; the remarkable breakwater, which is sedulously maintained, gives a shelter and safe anchorage at all times, and, from there being outlets to the N.E. and N.W. from the port, vessels may come and leave in almost all winds and weather; as a port of refuge Cherbourg is therefore very largely used, and the roadstead often crowded with shipping; as a port of commerce there are disadvantages, some innate, others remediable.

The internal arrangements of the port of Cherbourg leave much wanting for a truly commercial port. The British ships "Northern Empire," of 1,379 tons register, and "Charlie Baker," 1,063 tons register, entered the port in the past year, but they had both to discharge a portion of their cargo in the roads before they could enter the basin; besides the delays, which are injurious in such cases, there may be difficulties with underwriters, and the necessity of insuring the cargoes conveyed from the ships in lighters unless specially provided for in the policy of insurance.

Two things appear to me to be necessary in order to enable this port to meet fairly its growing trade: First, the basin, which in itself is quite satisfactory, has an entrance shallower than the sea channel, and than the basin itself, it is likewise too narrow for large ships; obviously the remedy is to deepen and widen the entrance to the basin, so that, with effective dredging of the sea channel such vessels as I have named might enter the port without delay. Second, the passenger and other steamers visiting Cherbourg suffer the inconvenience of not being able to reach the quays of even the outer harbour, except when the tide is pretty full, for the outer or tidal harbour, excepting a central channel leading to the inner basin, is uncovered at low tide; this causes delay, often for several hours, impeding the service.

(pp. 225-6, Report for 1876.)

In my report for 1876 it was mentioned that the widening and improvement of the entrance to the Commercial Dock was necessary to the commercial prosperity of this port. I am happy to be able to state that the Chamber of Commerce has in the past year ordered surveys and valuations for this work, and as its utility is obvious, it is to be presumed that the matter having once been taken in hand will be soon brought to a favourable conclusion.

(p. 343, Report for 1877.)

Improvement of Ports.—On the 4th November, 1878, M. de Freycinet, French Minister of Public Works, submitted to the Chamber of Deputies a scheme for the improvement of various ports in France. Of the works thus suggested, the following are the principal in the department of La Manche—

Port of Cherbourg.—To deepen the commercial basin and the sea channel leading thereto, to deepen and widen the flood-gate forming its entrance, to widen the drawbridge over the same, to construct to the north-west of the arsenal a pier in deep water for steamers and vessels of large draught.

(pp. 310-1, Report for 1878.)

Improvements of Cherbourg Port.—The bill authorising these improvements is thus quoted in the abstract annexed thereto. Deepening of channel and floating basin; reconstruction of basin's flood-gate; completion of dry dock; filling up of ancient reserve basin. This bill was favourably reported on by the committee to which it was referred, has passed the House of Deputies, and now awaits the sanction of the Senate.

There seems no reason to doubt that this project will soon become law, though probably with modifications; consequently it will not be out of place to offer some few details on what is intended to be done. . . .

Among the other improvements contemplated in the plan are the extension of the quays of the commercial basin on the east and west 165 feet southwards; the construction of two slips at the south side to facilitate the discharge of planks and heavy timber; the removal of a slip at the north-west corner so as to enlarge the quay room; also some minor works.

The expense of the whole of the above works is estimated at 2,000,000 fr., of which the Department of La Manche and the town of Cherbourg each contribute 250,000 fr., and it is proposed to bind the contractor under penalty to complete the work in two years.

Deep-sea Pier at Cherbourg.—There is now no difference of opinion as to the urgency of forming such a pier at Cherbourg; it is necessary for the Transatlantic steamers and other large vessels visiting or tradinb to the port, and is imperatively called for by the breat

Appendix.

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increase of trade. As was stated in last year's report, a scheme for such a pier, to be constructed to the north-west of the arsenal, was included in the recommendations of the French Minister of Public Works made in November, 1878, for the improvement of French ports, and was comprised in the bill presented to the French legislature. It is possible it may be authorised, but its cost has not been provided for, and objections to the location are urged by the naval and military authorities, who seem now inclined rather to favour in preference the alternative plan, suggested in my report of 1876, of extending the east pier into the roads with a tramway connected with the Ouest railway, of which the marine and military authorities were then the only opponents. In the past year, as stated above, a tramway has been extended from the commercial basin to the east quay of the outer port to facilitate the loading and discharging of the Weymouth steamers, and as it is on the same level as the east pier it serves as a demonstration that the extension of such a tramway on an enlarged and lengthened east pier would, compared with the benefits to be derived, be an easy and inexpensive work, and as the extension need not exceed 600 yards, there would be no appreciable interference with the capacity of the naval port, but its starting point for exercises would be removed further westwards.

(pp. 594-6, Report for 1879.)

It is believed, not without some foundation, that the progress of the commercial position of Cherbourg has been trammelled by prejudices that the development of a large naval arsenal and of a large foreign trade in the same port were incompatible, but though such opinions certainly prevailed they were exhibited rather in a sentimental than in an active manner, and it is positive that the remarkable advance in commercial relations during the last few years has tended to remove any such false impression, for it is now understood that the French marine as well as the foreign commerce will derive joint, if not equal, advantages from the improvement of this port, and that such improvement alone is required largely to enhance the foreign trade.

(p. 292, Report for 1880.)

Docks.—The dock and quay accommodation of Cherbourg is notoriously insufficient for the present commerce, and when trade is further developed much inconvenience will result should this deficiency not have been supplied. Various proposals are made to remedy the evil, but they are difficult of execution, as the outer port and commercial basin are surrounded closely by buildings, and the station of the Western Railway limits the inner basin at the south side.

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Cherbourg—Port of Chantereyne.—This port (which is annexed to the arsenal) and the adjoining basin, have been deepened and enlarged; the basin has also been provided with finely-built granite quays and cranes; the work is now complete and well done, but it was a heavy one requiring much labour in the past two years.

Dry Dock in Arsenal.—A new dry dock is being constructed in the arsenal to exceed in size those now existing, so as to be able to receive the largest ships in the French navy.

Entrance to military port.—This is being deepened, a fixed dredging machine having been established for the purpose.

Commercial Dry Dock.—This dock has been much deepened and enlarged in length and breadth, it is capable of receiving the largest trading vessels which visit Cherbourg; the work is nearly complete, and will be available in a few months. It will be of benefit to the larger class of merchant ships which, in the absence of such accommodation, were usually repaired in the arsenal at an enhanced cost.

Improvements of Cherbourg Port.—The improvements in the commercial port which have been decided on are, viz.—(1) The deepening of the outer or tidal port; (2) the deepening and enlargement of the commercial basin; (3) the widening and deepening of the present entrance to the commercial basin, and the widening of the drawbridge thereover; (4) the construction of another entrance and sluice to the basin, parallel to the former, and of a drawbridge over the same; and (5) the extension of the eastern jetty so as to form a deep sea pier. The two last are the only ones commenced in 1881.

The construction of the new entrance to the basin is being actively proceeded with, it will be deeper and wider than the present entrance, which in time will likewise be enlarged; when this is completed one of those passages would be used for vessels coming in, the other for vessels going out, consequently the passage of vessels will be much expedited. The change is required not so much by the present state of commerce as in view of its future development, for if a new basin were formed and a quicker despatch of vessels effected, as suggested in another part of this report, the advantage of a simultaneous entry and exit for vessels would become very obvious.

(pp. 263-4 and 266-7, Report for 1881.)

Commercial Dry Dock.—This dock, which has been enlarged in depth, width, and length, is completed and available for vessels requiring repairs. It is 14 mètres wide, and admits on the stocks vessels of 68 mètres length of keel in allowing space for the rudder, but if the rudder space should not be required it can receive vessels having 78 metres length of keel. . . . .

Duplicate Entrance to Commercial Basin.—The excavations for this entrance and sluice are nearly terminated, and the side walls are being built. The work is actively pursued day and night, but as the lower, the most essential, parts can only be executed at low tide, advancement is necessarily slow; however, if the present rate of progress should continue uninterrupted, it is quite possible that the new entrance may be open for shipping before the end of this year. . . . . .

Outer Harbour.—A good deal of dredging has been effected during the year in this harbour, and though only a small instalment of what is required to be done, this work has enabled the entry and exit of the regular steamers to be expedited.

Deep Sea Pier.—This pier, to be formed by a prolongation and widening of the eastern jetty, has been sanctioned in principle and is actually begun. The proposal is to extend the present jetty 650 mètres, so that at the extreme end there would be 7 mètres depth of water at lowest tides; and by forming quays on each side this would give from the extremity 150 mètres quay space on each side, available for Transatlantic and other large vessels. Nearer the port there would be quay space of about 300 mètres on each side, with average depth of 4 mètres, suitable for the regular steamers and other ships. Finally, on one side only, next the port, there would be the additional quay space of 200 mètres, with 2 mètres depth of water, which might be used by fishing boats and small craft.

(pp. 296-7, Report for 1882.)

Deep Sea Jetty.—But little progress has been made last year with the proposed extension of the eastern jetty.

Entrance to Military Port.—The deepening of this entrance has been completed by the removal of a species of bar which formed an obstruction, facilitating, accordingly, the entrance of vessels.

New Dry Dock in Arsenal.—The works of this large dock are being carried out with much activity, and the side walls are in part completed.

Entrance to Commercial Dock.—This new entrance is far advanced, the foundations and sides being finished, but the work has been temporarily discontinued. The depth of the new entrance will be 1 mètre 80 centims. more than the present entrance.

Commercial Dry Dock.—This dock has been but little used since its opening, and the municipality has voted 3,000 fr. in each of these two years to cover the excess of its expenses over the revenue derived therefrom. This result is probably due to the high tariff established for its use, which presses hardly upon those ships whose repairs are not of an extensive character. Formerly shipowners and masters had the use of the old dock gratis, merely paying their expenses, and now they can repair their vessels free of charge either on the gridiron, the incline in the outer port, or the slips in the commercial dock. Consequently they prefer these alternatives as being more economical, though less convenient. The remedy is to be found in an equitable reduction of the tariff. . . . .

Dredging.—The dredging accomplished at Cherbourg during the past years has been the deepening of the entrance to the port from the extremity of the eastern jetty to the entrance of the commercial basin; on the east of the outer port the deepening of that portion where the Weymouth and Southampton steamers are moored; and, on the western side, the making of a channel leading to the Commercial Dry Dock, also in parts the deepening of the Commercial Basin. These works, so far as effected, have been beneficial; but it has been found inadvisable to dredge too near the

quays, as their foundations are not deep, and it was feared they might yield. To obviate the disadvantage of the shallowness near the quay, it is proposed to build out a wooden wharf to enable the Weymouth daily steamers (flat-bottomed vessels) to moor alongside in almost any state of the tide.

(pp. 292-3, Report for 1883.)

Deep Sea Jetty.—Nothing has been done in the last year towards continuing this most essential and important work. Want of funds is alleged as the reason, but the example of Havre and other ports sufficiently shows that expenditure on the necessary improvements of a commercial port is usually an investment of a reproductive character, and I fear much that the nascent prosperity of Cherbourg will be checked by such unwise procrastinations of improvements universally recognised to be of great urgency.

Deepening of Port and Commercial Basin.—The work of dredging has also been suspended in the last year, but in November last a tender was accepted by the prefecture of this department for deepening by dredging the port, the channel leading thereto, and the commercial basin; the expense is estimated at 450,000 fr.; this work has not yet been undertaken.

The dredging above referred to does not include the deepening of those parts of the outer harbour, etc., where the bottom is rock; the text of the law passed by the Chamber on the 5th December last, relating to this subject, contains provisions authorising an expenditure of 1,000,000fr. for deepening, by the removal of the rock, etc., the outer harbour at Cherbourg; also a subscription of 350,000fr., and an advance of 650,000fr. from the Cherbourg Chamber of Commerce to cover that expenditure, and a further advance of 200,000fr. to complete the improvements of the port sanctioned by the law of the 28th February, 1880.

Entrance to Commercial Basin.—In contrast with other public works the completion of the new opening and sluice gates to the commercial basin has been continued with remarkable activity, but proved a slower task than had been contemplated; it will probably not be open to traffic until the spring of 1885 is far advanced. The entrance is finished so far as its depth and granite sides are concerned, but there is much subsidiary work still to be done, and the bridge over it is to be put in place. This bridge is made of iron plates and was supplied by the Firm of Fives-Lille; the weight is calculated to be 240 tons; its width will be nearly nine yards and its length 47 yards; it will be worked on a pivot by hydraulic pressure.

(pp. 288-9, Report for 1884.)

A considerable amount of dredging has been accomplished in the last six months in the outer port and the channel leading thereto from the roads; the mud has been removed throughout a great portion, and arrangements have been made by diving bells and other contrivances for further deepening, by removing the rock which forms the lower bed of the outer port.

A large iron drawbridge has been erected at the entrance of the commercial basin; it is worked by hydraulic pressure on a pivot in such manner that when open it frees both entrances to the basin—one for vessels coming in, the other for those going out.

The new deep entrance to the commercial basin is so far advanced that it is confidently predicted it will be open before the end of this year. When completed it will be of great advantage to the shipping interest, as it will enable vessels of deeper draught and larger beam than heretofore to enter the basin, and will prevent the constantly recurring necessity of partly discharging vessels in the roads.

(p 118, Report, for 1885.)

The new broad and deep entrance to the commercial floating basin is now completed, but not yet open for traffic, as the channel thereto requires deepening on the northern or entrance side, where the bottom is rock, which is being actively worked upon night and day by divers (chiefly Italians), who are employed in a large coffer-dam or bell, assisted by steam machinery. When this work is completed (which is expected to take place early in the spring), vessels of larger beam and heavier draught than heretofore will be able to enter the floating basin, and thus avoid the expenses and delays caused by having to discharge cargo in the roads.

The work of deepening and dredging the outer port and channel thereto has been constantly and steadily progressing throughout the last year; the intermissions have been few and unavoidable, but the work in the port is very heavy, for after the removal of the layer of mud, which is from one to three feet thick, the bottom is rock, which cannot suitably be removed with a dredger, and is therefore worked upon by hand labour under a similar coffer dam as that mentioned above; the rock is lamellated schist easily divisible, but as the work has to be carried on under water the labour is very great.

The extension and enlargement of the eastern jetty to the deep sea has remained in abeyance throughout the year for want of funds being allocated to the work.

(p. 4, No. 91, Report for 1886.)

The works for the improvements of the outer port and floating basin of Cherbourg have been carried on with energy throughout 1887; the deepening of the floating basin by dredging has been accomplished, so far as is at present intended, as likewise the deepening of the channel from the roads thereto; the new sluice-gate to the basin has also been completed, thus allowing vessels of deep draught and large beam to enter the basin; the deepening of the outer port has been continued without intermission, and has made considerable progress, there not being more than about 2,000 square yards of shale to remove to give it the required depth; this large work is carried on under two iron coffer-dams by about 80 men (mostly Italians) employed in relays, da yand night, including Sundays. . . .

Nothing whatever has been done in the past year to advance the deep sea pier, a work upon which, more than any other, the future commercial prosperity of Cherbourg depends; authorised and boldly commenced some years since, it has remained in its inchoate state. (pp. 3-4, No. 271, Report for 1887.)

The deepening of the outer port of Cherbourg has been completed, so far as is for the present intended . . . . . A plan showing the improvements in the port of Cherbourg, executed and contemplated, is in preparation, and will be shown in the Paris International Exhibition of 1899.

(p. 4, No. 473, Report for 1888.)

The excavations to deepen the commercial tidal port have been completed, so far as it is at present proposed to proceed. They have been to the depth of 4 to 6 feet, mostly by the removal of rock; the deepest part is in the central channel leading to the floating basin; the east side of the port has not been excavated near the quays, as these rest on a weak and sandy foundation. To obviate the inconvenience thus caused, which prevents steamers lying alongside the quay at low water, it has been determined to erect a wooden landing-stage, projecting 12 feet from the quay, alongside of which steamers may load or discharge in almost any state of the tide. This work has been adjudicated for 48,000fr., and will be at once proceeded with; it will much facilitate communications with the United Kingdom, and will go far to obviate the disadvantages of the port being a tidal one.

The construction of the breakwaters to close in the roads of Cherbourg has been conceded to two Paris firms. It is intended to form a breakwater from the Fort des Flamands, on the east side, to the island of Pélée, and another on the west side, from the fort of Querqueville to the island of Chavagnac; both those breakwaters will have an opening in the centre to admit of the passage of boats. Likewise it is proposed to diminish considerably the widths of the eastern and western entrances to the roads from seawards. The cost of the works on the eastern side is estimated to be £81,880, and on the western side £319,040. These works would render the roads quite safe and sheltered; but it is to be hoped, for the sake of commerce, that the project partly to close the entrances may not be persevered in, for the entrances are none too large for present requirements in view of the strong winds and currents which prevail, and further restrictions would injure Cherbourg as a trading centre, and lessen, if not destroy, the value of the port as one of refuge.

(pp. 3-4, No. 656, Report for 1889.)

The breakwaters planned to lock the roads of Cherbourg are progressing rapidly.

(p. 5, No. 1,052, Report for 1891.)

Appendix. — 21st Day, Nos. 9— continued, and 10.

The new breakwaters to close in the roads have been the main and very considerable works carried on at Cherbourg. They are very actively pushed forward, and there is no doubt that so far as they are undertaken, that is on the western side from the fort of Querqueville to the Island of Chavagnac, and on the eastern from the mainland to the Island of Pélée, they can be terminated within the contract time.

(p. 6, No. 1,270, Report for 1892.)

The breakwaters to close in Cherbourg roads have been steadily worked upon in 1893, that on the eastern side uniting the island of Pélée with the coast is brought to its permanent height throughout, but copings and facings are required before its completion. The western breakwater from the fort of Querqueville to the island of Chavagnac now connects those extremities, and is over sea level throughout, but only slightly so in the part joining Chavagnac, and for one-third of the distance thence towards Querqueville, and at high tide or in rough weather the seas wash over this part. The other portion of the construction is much more raised. In the gale which prevailed in November some injury was done to the works near Chavagnac, but the repairs are nearly complete.

(p. 5, No. 1,349, Report for 1893.)

Cherbourg is unconsciously feeling the approach of an advancing tide of activity and prosperity. Everything points to a future development of commercial activity, though as yet no signs of actual increased trade are apparent.

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The western side of the commercial dock has been connected by rail with the central station for the timber trade. A third branch line has been constructed to connect the cider depôt and distillery with the main line.

The Chamber of Commerce has voted £2,400 for the dredging of the inner and outer basins of the commercial harbour. A uniform depth will thereby be given to the dock.

Other proposals are being discussed for the further improvement of the port.

The southern approaches to the dock from the railway station side have been greatly improved.

(pp. 24-5, No. 2,035, Report for 1897.)

10. Memorandum on the subject of Port Charges.

(*Handed in by Mr. G. L. Gomme on the Twenty-first Day. See Question 7788.*)

In considering the question of port charges, and in particular the comparison of charges at different ports, it is essential to bear in mind that the policy of the ports varies in the method of distributing charges between the shipowner and the merchant. If the port throws heavy charges upon the shipowner it tends to lighten the charges upon the merchant; if, on the other hand, the port throws light charges upon the shipowners, the merchants would have to bear heavier charges. The total result is a tax upon the consumers of the goods, and it is only in this total result that a true comparison can be made. The ascertainment of the total result of port charges is extremely difficult, but requires to be investigated. The Council has not the machinery at its command to make this investigation, but I would suggest that it might be obtained by the Commission through the Board of Trade.

In the meantime I can place before the Commission a few facts as to the charges imposed at these ports upon shipowners, and a consideration of these facts will show how important a matter it is to obtain perfect information upon this subject.

The question of the port expenses paid by the shipowner is considered here under the two heads of (1) dues and (2) charges.

It will be useful, too, to particularly indicate what dues have been imposed either on shipping or on goods to provide partly or wholly for the cost of the large schemes of improvements that have been carried out at each of the ports. The references in the consular reports on this point are not complete, but as far as they are given they are included in the following short summary:—

Hamburg.—In the report "Commercial No. 5, 1900," it is stated that the tonnage due of 4d. per ton register "includes the charge for deepening and lighting the river Elbe."

The quay dues are levied in two parts, one charged on space and one on weight of goods. On space the due is 5⅝d. per ton net register for five days (that is, it is charged on space occupied at the quay by the vessel). On goods the quay due is 11¾d. per ton of actual weight of goods discharged or loaded, of which 3½d. is payable by the consignee, though the whole is cashed from the vessel. The quay due is only levied on vessels discharging at the quays, the tonnage due of 4d. being all that is paid by vessels discharging in the stream.

From this it would appear that a charge is imposed in respect of the two chief schemes of improvement carried out at Hamburg. I have not been able to obtain information as to how far these dues cover the cost of the schemes to which they apply. These are the only dues imposed on the shipowner at Hamburg.

Bremen-Bremerhaven.—When the project of deepening the Weser up to Bremen was being considered it was (according to the consular report for 1882) "calculated that the fee of one mark per ton levied on all merchandise . . . will furnish in the course of 53 years an amount sufficient to repay the capital," and the opinion of merchants had been obtained "that the fee of one mark may be imposed without causing any detriment to the commerce affected by it." This tax was introduced on 1 April, 1895, after the deepening was completed, but (according to the report for 1895) it "does not nearly balance the interest on the costs of the improvement of the river." In the Report Commercial, No. 5, 1900, it is stated that this Weser correction charge varies from 25 pf. to 2 marks per ton according to the nature of the goods; the average charge is one mark, or 11¾d. per ton. This charge is not paid by the shipowner.

Harbour dues of 3 pf. per cubic metre or 1d. per ton, and quay dues on cargo landed on the quay side of 1·18d. per ton at Bremen, and dock dues of 6 pf. per cubic metre or 2d. per ton at Bremerhaven, are also charged, as well as a light due of 11 pf. per cubic metre or 3·66d. per ton at both places.

Amsterdam.—The canal dues charged after the opening of the North Sea Canal in 1876 to defray the interest on the cost of its construction were, as already stated, abolished in 1890. In the report for 1889 it is stated that "the abolition of the above dues implies a saving of about 7¾d. to 9d. per standard on timber, 3¼d. to 3½d. per ton on grain, 2¼d. to 2½d. per ton on coals, &c., 1½d. to 1⅝d. per ton of 40 cubic feet on steamers gross register tonnage on general goods." In the report for 1888 it is stated that in the arrangements for the abolition of the dues the Government "submitted to the municipal authorities a proposal which, though it may be characterised as a very hard bargain, may probably be accepted, and which will practically result in the payment of about £35,000 to the Government by this city and Zaandam." It is probable that this or some amount was paid to the Government, but in view of the fact that the cost was an amount of about £2,500,000, the payment of such a small sum can only be described as a "hard bargain" in comparison with the terms accorded to Rotterdam in

similar circumstances, no dues having at any time been imposed. Harbour dues of 4¼ cents. per cubic metre gross equal to about 3·6d. per ton net for a steamer are the only dues charged on the shipowner at Amsterdam.

Rotterdam.—No dues have ever been imposed on vessels using the Hook of Holland Canal. The cost defrayed by the Government has been over two-and-a-half millions. Harbour dues of 2½d. per ton on the gross register or about 3¾d. on the net are the only dues charged on the shipowner at Rotterdam.

Antwerp.—The question of dues at the port of Antwerp is one that has been a good deal agitated, resulting in some reductions being made in the course of the last 40 years.

By a treaty for the redemption of the Scheldt toll, signed at Brussels on the 16th July, 1863, according to the consular report for 1865, the port charges of Antwerp were "reduced to about one-half of what they had previously been, the diminution of charge to each vessel visiting the port being estimated to amount to three francs per ton," that is to about 2s. 4½d. This treaty applied to Belgium as a whole, and involved the abolition of the tonnage duty hitherto payable, and a reduction in the rates of pilotage, as well as "a general diminution of the local taxes levied by the town of Antwerp."

According to the consular report for 1889, the question of charges had again come up, and the high port charges then levied at Antwerp were said to be diverting shipping to the rival ports where charges were much less. This was some years after the large scheme of improvement had been carried out, and it is possible that the charges referred to in the 1865 report had been increased in the meantime. In 1896 a settlement of the question was reached. The Government abolished the light and beacon dues levied by it, conditionally upon the Antwerp municipality reducing the quay and dock dues to a uniform rate of 50c. per ton net, that is 4⅜d. This the municipality agreed to do. The new charges came into effect at the beginning of 1896. This due of 4⅜d. per ton Belgian measurement, equal to about 5¼d. per ton English measurement, is the rate now paid for general vessels in the docks; for vessels of regular lines in the docks, and for all steamers at the quays or in the river, the due is 30c. or $2\frac{17}{20}$d. per ton Belgian measurement, equal to about $3\frac{3}{20}$d. per ton English measurement, subject to a reduction on a vessel making repeated voyages in the year.

The French Ports.—The dues at the French ports are levied partly by the state and partly by the Chambers of Commerce or municipalities. They are all collected by the Custom House. The chief dues levied by the state are of two classes—

(1) Quay dues—1fr. or 9½d. per ton net register if the number of tons of goods landed is over half of the vessel's net register tonnage, the charge being less if the proportion of goods landed is less.

(2) Sanitary dues—15c. per ton net register on non-passenger vessels trading oversea; it is less in the case of other non-passenger vessels.

Several classes of dues are levied by the local port and municipal authorities which differ considerably at the different ports.

The chief of these are set out in the following table:—

LOCAL dues at French ports per ton net register.

	Dunkirk.	Calais.	Boulogne.	Havre.	Rouen.	Cherbourg.
	Centimes.	Centimes.	Centimes.	Centimes.	Centimes.	Centimes.
Tonnage (port or harbour) - -	16	15	60	40	55	30
Town	54	—	—	—	15	—
Dock gear -	10	30	—	—	15	—
Dock gate (warpage) -	6	6	4	—	—	—
Salvage - - - -	—	—	—	5	12	—
Total - - - - -	86	51	64	45	97	30

There are a few minor charges in the nature of dues at some of the ports not included in this table, such as a charge for "sweeping quay," and a charge for "inspection of fires."

The objects for which these local dues at French ports have been imposed in the case of Dunkirk are given in the report Commercial, No. 5, 1900, as follows:—

Municipal or harbour (town)—To cover loan for port works.

Tonnage—For new pier and enlarging entrance.

Dock gear (Chamber of Commerce)—For port gear and appliances.

Dock gate (lock)—For lock service.

In the following table the whole of the port dues are set out, the ports being arranged in order of amount of dues per ton net register from the lowest to the highest I have added at the end the corresponding figures for London.

Appendix.

21st Day, No. 10—continued.

TOTAL Port Dues per ton net register paid by the Shipowner.

	Light dues.	Port or harbour (tonnage dues).	Town dues.	Dock, dock gate and dock gear dues.	Quay dues.	Sanitary dues.	Salvage. dues.	Total.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Antwerp (quays)	—	—	—	—	– 3·15	—	—	– 3·15
Amsterdam	—	– 3·6	—	—	—	—	—	– 3·6
Rotterdam	—	– 3·75	—	—	—	—	—	– 3·75
Hamburg (stream)	(a)	– 4·0	—	—	—	—	—	– 4·0
Antwerp (docks)	—	—	—	– 5·25	—	—	–	5·25
Bremerhaven	– 3·66	—	—	– 2·0	—	—	—	5·66
Cherbourg	—	– 2·85	—	—	– 9·5	– 1·42	—	1 1·77
Havre	—	– 3·8	—	—	– 9·5	– 1·42	– 0·47	1 3·19
Calais	—	– 1·42	—	– 3·42	– 9·5	– 1·42	—	1 3·76
Boulogne	—	– 5·7	—	– 0·38	– 9·5	– 1·42	—	1 5·0
Dunkirk	—	– 1·52	– 5·13	– 1·52	– 9·5	– 1·42	—	1 7·09
Rouen	—	– 5·25	– 1·42	– 1·42	– 9·5	– 1·42	– 1·14	1 8·15
Hamburg (Government Quay).	(a)	– 4·0	—	—	– 5·62 1 4·5	—	—	2 2·12
London (docks)	– 2·75	– 0·75	—	1 –	—	—	—	1 3·5

(a) Hamburg light dues are included in the tonnage due of 4d.

Of the broad results shown by these figures there can, I think, be little doubt. These results divide the port into three groups:—

(1) The ports of Amsterdam, Rotterdam, and Antwerp, where the charges are exceedingly low, partly owing to the fact that the Imperial Government in each case has largely contributed to the cost of improvements, and has foregone all Imperial dues, and to the fact that the municipality, acting as the port authority, has made it its object to keep the charges on shipping at the lowest point.

(2) The ports of Hamburg and Bremen-Bremerhaven where the Imperial Government has not come to any great extent to the aid of the municipality in meeting the cost of the extensive improvements that have been carried out. The port of Hamburg levies a considerable tax on the shipowner in the shape of a quay due to meet the cost of the improvements, whereas the State of Bremen levies a tax on the goods, which accounts for the difference in the charges of the shipowner at the two ports.

(3) The French ports, where both the Imperial Government and the local authorities levy very considerable dues on the shipowner to meet the cost of the extensive improvements that have been carried out.

This comparison, so far as it goes, can be made with almost absolute certainty. It must, however, be borne in mind that the figures are in nearly every case subject to modifications according to a variety of circumstances, such as the port of sailing or destination of the vessel, the number of voyages made in a year, the nature of the cargo carried, the proportion of cargo discharged, the fact as to whether the ship cleared with cargo or in ballast, and others. The charges in this table are the higher limit for each port, and may generally be taken as applying to an oversea steamer discharging a full cargo (but not taking into account dues in respect of deck cargo in London) and leaving in ballast. To pursue the comparison through these modifications wouldb e difficult and uncertain.

The table does not include the dues on a steamer discharging at London in the stream, for the reason that the class of vessel to which this table is applicable would not discharge to any considerable extent in the stream, but would in nearly all cases have to go into the docks.

Applying these dues to a vessel of 2,000 tons net register the charge would be as follows:—

	£ s. d.
Antwerp (quays)	£226 5 0
Amsterdam	30 0 0
Rotterdam	31 5 0
Hamburg (stream)	33 6 8
Antwerp (docks)	43 15 0
Bremerhaven	47 3 4
Cherbourg	114 15 0
Havre	126 11 8
Calais	131 6 8
Boulogne	141 13 4
Dunkirk	159 1 8
Rouen	167 18 4
Hamburg (Government quay)	217 13 4
London (docks)	129 3 4

The second division of the port expenses borne by the shipowners, namely, that of charges, may be conveniently considered under two heads:—

(a) Charges in connection with the navigation of the vessel, viz., pilotage and towage.

(b) Charges in connection with the cargo, namely, loading and unloading, tallying, agency, brokerage, and minor expenses.

These, of course, differ widely from the dues already set out, in that they are for direct personal services which have to be remunerated either directly to the individuals or indirectly through the authorities to whom the individuals are responsible. They constitute, however, a large part of the disbursements which the shipowner has to meet, and as they differ in amount at the various ports, they have to be taken into account by him as much as the dues which are imposed without any immediate regard to services. For any difference between the ports he has either to recoup himself by a higher freight or suffer to that extent in his profits.

Brokerage at French Ports.—The French charge of brokerage is, however, in effect a compulsory due. The service corresponds to some extent to that for which the "agency" charge at English ports is incurred, but whereas the "agency" charge is usually an amount of from £3 3s. to £10 10s., the French brokerage charge is according to a scale fixed by the State and levied as a due at so much per ton of cargo. The French broker is, however, a sworn ministerial

official, who has before appointment to pass examinations in the foreign languages, and to be otherwise qualified. In this fact the shipowner has a guarantee, which he does not possess elsewhere, that his ship is in safe hands.

The question of this brokerage charge at French ports has been for many years a grievance with British and other foreign shipowners. Several cases have been taken into the French courts on the question, but the present position appears to be that while the right of a captain under certain conditions to clear his own vessel if he is able to speak French is admitted, and has in recent years sometimes been done, yet as captains are seldom so qualified, and the official requirements are such as to make the intervention of a broker almost indispensable, the fact that the official broker has the exclusive right of acting as an intermediary in connection with the necessary declarations and documents, make this charge practically a compulsory one so far at least as all foreign vessels are concerned. The general rates of brokerage now are as follows:—

	Per (French) ton of cargo.
On first 600 tons	50c. or 4·75d.
On next 400 tons	40c. or 3·8d.
On balance of cargo	25c. or 2·37d.

This scale applies to the ports of Dunkirk, Calais, Boulogne, and Havre. For Rouen and Cherbourg the scale is somewhat different.

Pilotage.—Pilotage, although it is a payment for personal services, is also differentiated from other charges in that it is in many cases a compulsory charge by law, and that payment is made on a scale prescribed by the Government or the port authority. It may, regardless of this, be taken to be an essential charge to the shipowner of an amount more or less according to the physical circumstances of each port.

The following table is designed to give a short synopsis of the pilotage conditions at the ports and an estimate of what the pilotage on a vessel of 2,000 tons net register would be in amount and in charge per ton. It is worked out from the particulars given in the report Commercial, No. 5, 1900, and in available standard publications on the subject of dues and charges, checked in several cases by actual instances. The probable pilotage in each case is taken, although the whole or part may be optional, but it has been thought better not to complicate the question by including minor charges, such as taking up and setting down the pilot, and these are not taken into account.

Port.	Pilotage conditions.	Estimate of probable pilotage expenses on a vessel of 2,000 tons net register drawing 21 feet entering with cargo and clearing in ballast.	
		Total amount.	Per ton net register.
		£ s. d.	d.
Hamburg	Compulsory in part. Charged according to draught. Approach divided into three sections— 1st section—Borkum or Heligoland to Bösch; dues (admiralty pilotage) paid whether pilot is taken or not	10 – –	
	2nd section—Bösch to port; optional	3 15 –	
	3rd section—Harbour; optional	– 9 10	
	Out	4 9 10	2·25
		18 14 8	
Bremen-Bremerhaven	Not compulsory. Charged according to draught. Sea to Bremerhaven charged at about 7s. per foot (for summer months). Assuming pilotage to Bremerhaven	7 7 –	
	Out	2 15 –	1·21
	[Bremerhaven to Bremen is considerably less per foot.]	10 2 –	
Amsterdam	Compulsory. Charged according to draught. Sea to Amsterdam	20 – –	
	Amsterdam to sea	3 5 –	2·79
		23 5 –	
Rotterdam	Compulsory. Charged according to draught. Sea to Rotterdam	20 – –	
	Rotterdam to sea	4 10 –	2·94
		24 10 –	
Antwerp	Compulsory. Charged according to draught. Sea to Flushing	18 5 –	
	Flushing to Antwerp	8 – –	
	Antwerp to Flushing	3 10 –	3·81
	Flushing to sea	2 – –	
		31 15 –	

Appendix.

21st Day, No. 10—continued.

Port.	Pilotage conditions.	Estimate of probable pilotage expenses on a vessel of 2,000 tons net register drawing 21 feet entering with cargo and clearing in ballast.	
		Total amount.	Per ton net register.
Dunkirk	Compulsory in part.	£ s. d.	d.
	Charged according to net tonnage.		
	From roads to port—compulsory; 10 c. per ton net register loaded	7 18 4	·95
	From sea to roads—optional; 5 c. per ton net register loaded	4 – –	·48
	Out	7 18 4	·95
		19 16 8	2·38
Calais	Compulsory, if pilot offers service.		
	Charged according to net tonnage.		
	Steamers loaded or in ballast 12·5 c. per ton net register	9 18 4	1·19
	Out	9 18 4	1·19
		19 16 8	2·38
Boulogne	Compulsory.		
	Charged according to net tonnage.		
	Steamers loaded or in ballast 14 c. per ton net register	11 1 8	1·33
	Out	11 1 8	1·33
		22 3 4	2·66
Havre	Compulsory (from wherever pilot offers his services).		
	Charged according to net tonnage.		
	Tariff is fixed for 5 distances.		
	For the 3rd (not exceeding 20 miles) the charge on a steamer loaded or in ballast is 13 c. per ton net register plus 1½ per cent. for head pilot's fees	10 8 4	1·25
	Out—6½ c. per ton net register plus fees	5 5 –	·63
		15 13 4	1·88
Rouen	Compulsory in part.		
	Charged according to net tonnage on a graduated scale for each section.		
	The approach is divided into three sections—		
	(*a*) From the sea to Villequier (compulsory)	30 – –	
	(*b*) From Villequier to La Mailleraye (compulsory)	4 10 –	
	(*c*) From La Mailleraye to Rouen (optional)	2 – –	
	Out to Port of Havre	26 10 –	
		63 – –	7·56
Cherbourg	Compulsory (if pilot offers services).		
	Charged according to net tonnage.		
	In 15 c. per ton net register	11 16 8	1·42
	Out 10 c. per ton net register	7 18 4	·95
		19 15 –	2·37

The corresponding estimate for London pilotage would be as follows:—

In (Dungeness to Albert Dock)	£16 10 0
Out	8 10 0
Equal to 3d. per ton.	£25 0 0

Towage.—Towage would not be an essential charge to any great extent on steamers in any of these ports, though they are not all equally well situated to render it unnecessary. At Rotterdam, Amsterdam, Rouen, and to a less extent at Dunkirk, towage of steamers appears to be to some extent resorted to. In this respect London is probably one of the least advantageously situated, as towage for a steamer of 2,000 net tonnage appears to be regarded as a necessity, and the expenses in and out would be about £20. Expenses for tug assistance in berthing the vessel or getting it into dock would, in most cases, have to be incurred, but this is a much smaller matter than river or harbour towage.

Discharging of Cargo.—The last of the main heads of the expenses borne by the shipowner is the cost of discharging the cargo, which consists in passing it from the vessel to the consignees' men, or those receiving it on his behalf on the quay or in the lighter or at the ship's rail.

A good deal of information on this subject is given in Commercial Report No. 5, 1900, for the ports under consideration, which it will be useful to bring together and shortly summarise in comparison with the charges in London.

In the first place cost of labour would be one of the factors which would affect the expenses of discharging. In the report No. 5, 1900, the wages of dockers per hour or per day are given as follows:—

Port.	Wages of dockers.	
	Per hour.	Per day.
	d.	s. d.
Hamburg	—	4 4 (State)
Bremen-Bremerhaven	—	3s. to 6s.
Amsterdam	5	—
Rotterdam	5	—
Antwerp	—	4
Dunkirk	—	4 —
Calais	$4\frac{3}{4}$ to $5\frac{3}{4}$	—
Boulogne	3 to 5	—
Havre	—	4 9
Rouen	$3\frac{1}{2}$ to $4\frac{1}{2}$	—
In London the wages are	6	
The London and India Docks Company hire out labourers to work under the direction of the officer of the ship at	9	

Two important figures are shown in this table, namely, the rate at which the Quay Administration, a department of the Hamburg Port authority provides labour, and the rate of the London and India Docks Company. The former is 4s. 4d. per day, and the latter is 9d. per hour, that is 7s. 6d. for a day of 10 hours.

There appears to be even greater divergence in the actual cost of discharging cargo than that suggested by the difference in the rate of wages. Of the actual cost of discharging per ton some particulars are also given in the report No. 5, 1900, and the following is a statement of these, to which is added the corresponding charge in London according to the tariff of the London and India Docks Company. Some of these figures are given as the cost for the discharge of a particular commodity, and some have been deduced from the cost given for a particular cargo.

Cost of Discharging Cargo per ton.

	Hamburg.	Bremen-Bremerhaven.	Amsterdam.	Rotterdam.	Antwerp.	Dunkirk.	Calais.	Boulogne.	Havre.	Rouen.	London (London and India Docks Company's tariff).
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
Grain	$6\frac{1}{4}$	Stevedoring from 5·29 to 11·75 per ton.	4	$4\frac{1}{2}$	—	2 to 5	5·7	—	—	—	20
„ in bags	—		—	—	—	3 to $7\frac{1}{2}$	3·8	—	—	—	12
Seeds	—		4	—	—	—	—	—	—	—	—
Rice	7		4	—	—	—	—	—	—		—
„ in bags	—		—	—	—	—	—	—	—	—	12
Coals	—		10	—	—	—	—	—	—	—	—
Ore	—		10	—	—	—	—	—	—	—	20
Asphalte	—		—	—	—	—	—	—	—	—	16
Nitrate of soda	7		—	$5\frac{1}{2}$	—	$4\frac{1}{2}$ to $6\frac{1}{2}$	—	—	—	—	16
Wool	—		—	—	—	3 to 5	—	—	—	—	—
Jute	$7\frac{3}{4}$		—	—	—	3 to 8	—	—	—	—	—
Flax	—		—	—	—	$3\frac{1}{2}$ to 5	—	—	—	—	—
Cotton	—		—	—	—	3 to 12	—	—	—	—	—
Timber	—		—	—	—	—	—	—	—	—	—
General cargo	$5\frac{7}{8}$		12 to 15			3 (low)	—	—	$7\frac{1}{2}$	—	14 to 20

Appendix. 21st Day, No. 11.

Any one figure for an all-round charge that may be taken must obviously be of the vaguest character, but to indicate what this undoubted difference in cost means to a ship, I have assumed the figures in the following table, based mainly on the charge for grain for the purpose of arriving at a total figure for the cost of discharging a cargo of 4,000 tons from a steamer of 2,000 tons net:—

Cost of Discharging.

Port.	Cost per ton of Cargo.	Total Cost of discharging 4,000 tons.	Cost per ton net register (2,000).
	d.	£ s. d.	s. d.
Hamburg	6¼	104 3 4	1 –½
Bremen-Bremerhaven	6¼	104 3 4	1 –½
Amsterdam	4	66 13 4	– 8
Rotterdam	4½	75 – –	– 9
Antwerp	—	—	—
Dunkirk	5	83 6 8	– 10
Calais	5½	91 13 4	– 11
Boulogne	—	—	—
Havre	7½	125 – –	1 3
Rouen	—	—	—
Cherbourg	—	—	—
London	12	200 – –	2 –

This gives a total difference between Amsterdam the lowest and London the highest of £133. And the difference appears to be still greater in the case of goods more difficult to handle. I have had the account of a ship's disbursements in London for discharging a cargo of about 3,000 tons jaggery canes and a small quantity of castor seed, and it amounted to £331, or an average of nearly 1s. 11d. per ton. The London and India Dock Company's tariff for discharging canes is 1s. 8d. per ton.

The additional expenses in connection with the cargo, chiefly for tallying, controlling, and in some cases weighing, are all of minor importance, and it is hardly possible to obtain for these any figure which may be regarded as affording a comparison. These items all together would not amount to any very considerable sum.

The following is a summary of all the foregoing expenses:—

Summary of Shipowner's Expenses under the chief heads per ton net register.

Port.	Dues.	Brokerage (French).	Pilotage.	Towage.	Discharging Cargo.	Total.
	s. d.	d.	s. d.		s. d.	s. d.
Amsterdam	– 3·6	—	– 2·79	Not an essential charge to any great extent for a steamer. London disadvantageously situated in this respect.	– 8	1 2·39
Rotterdam	– 3·75	—	– 2·94		– 9	1 3·69
Hamburg (stream)	– 4	—	– 2·25		1 0·5	1 6·75
Bremerhaven	– 5·66	—	– 1·21		1 0·5	1 7·37
Calais	1 3·76	5·82	– 2·38		– 11	2 10·96
Dunkirk	1 7·09	5·82	– 2·38		– 10	3 1·29
Havre	1 3·19	5·82	– 1·88		1 3	3 1·89
Hamburg (quay)	2 2·12	—	– 2·25		1 0·5	3 4·87
Antwerp (steamers at quays and regular liners in docks).	– 3·15	—	– 3·81		—	—
Antwerp (general steamers in docks).	– 5·25	—	– 3·81		—	—
Boulogne	1 5	5·82	– 2·66		—	—
Cherbourg	1 1·77	9·65	– 2·37		—	—
Rouen	1 8·15	4·92	– 7·56		—	—
London	1 3·5	—	– 3		2 –	3 6·5

For a steamer of 2,000 tons net register he following table shows the result in money :—

Summary of Shipowner's Expenses under the chief heads on a Steamer of 2,000 tons net register, discharging 4,000 tons of cargo.

Port.	Dues.	Brokerage.	Pilotage.	Discharging Cargo.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amsterdam	30 – –	—	23 5 –	66 13 4	119 18 4
Rotterdam	31 5 –	—	24 10 –	75 – –	130 15 –
Hamburg (stream)	33 6 8	—	18 14 8	104 3 4	156 4 8
Bremerhaven	47 3 4	—	10 2 –	104 3 4	161 8 8
Calais	131 6 8	48 10 –	19 16 8	91 13 4	291 6 8
Dunkirk	159 1 8	48 10 –	19 16 8	83 6 8	310 15 –
Havre	126 11 8	48 10 –	15 13 4	125 – –	315 15 –
Hamburg (quay)	217 13 4	—	18 14 8	104 3 4	340 11 4
Antwerp (steamers at quays and regular liners in docks).	26 5 –	—	31 15 –	—	—
Antwerp (general steamers in docks)	43 15 –	—	31 15 –	—	—
Boulogne	141 13 4	48 10 –	22 3 4	—	—
Cherbourg	114 15 –	80 8 4	19 15 –	—	—
Rouen	167 18 4	41 – –	63 –	—	—
London	129 3 4	—	25 –	200 – –	354 3 4

Appendix
21st Day,
No. 11.

11.—TABLE showing the COMPARATIVE INCREASE in the TONNAGE of the SHIPPING entered at the PORTS of LONDON, HAMBURG, ROTTERDAM, and ANTWERP in the Years 1889 to 1899.

(*Handed in by Mr. G. L. Gomme on the Twenty-first day. See Question 7828.*)

	London.		Hamburg.		Rotterdam.		Antwerp.	
	Tonnage of Shipping Entered.	Annual Increase in Tonnage.	Tonnage of Shipping Entered.	Annual Increase in Tonnage.	Tonnage of Shipping Entered.	Annual Increase in Tonnage.	Tonnage of Shipping Entered.	Annual Increase in Tonnage.
1889	12 882,271	—	4,809,892	—	—	—	4,050,549	—
1890	13,141,455	259,184	5,202,825	392,933	2,918,425	—	4,517,698	467,149
1891	13,216,946	75,491	5,762,369	559,544	3,008,799	90,374	4,693,238	175,540
1892	13,564,644	347,698	5,639,010	— 123,359*a*	3,120,698	111,899	4,500,091	— 193,147*a*
1893	14,949,611	1,384,967	5,886,378	247,368	3,566,170	445,472	4,692,211	192,120
1894	14,802,808	— 146,803	6,228,821	342,443	4,143,403	577,233	5,008,983	316,772
1895	14,991,294	188,486	6,254,493	25,672*b*	4,177,478	34,075	5,363,569	354,586
1896	15,819,740	828,446	6,445,167	190,674	4,951,560	774,082	5,937,862	574,293
1897	16,017,380	197,640	6,708,070	262,903	5,409,417	457,857	6,215,550	277,688
1898	15,287,452 [c]	—	7,354,118	646,048	5,751,393	341,976	6,415,501	199,951
1899	15,388,228	100,776	7,765,950	411,832	6,323,072	571,679	6,842,163	426,662

(*a*) 1892.—The shipping of Hamburg and Antwerp was affected by the cholera outbreak in the latter part of the year. According to the Consular reports the increase in the shipping of Hamburg in the part of the year unaffected by the outbreak (to the end of August) was 212,000 tons over the corresponding period of 1891; the shipping of Antwerp during the later months of the year is stated to have been very seriously affected. The effects of the outbreak continued to be felt in 1893 as the restrictions on trade were maintained for some time after the disappearance of the disease.

(*b*) 1895.—According to the Consular report the increase shown in the shipping of Hamburg in this year was smaller than was actually the case owing to the operation of the new system of measurement introduced in the latter part of the year.

(*c*) 1898.—Vessels trading in the estuary of the Thames ceased to be included in the returns.

TWENTY-SECOND DAY.

Appendix. 22nd Day, No. 1.

1.—TABLE showing CALCULATION of CHARGES according to the LIVERPOOL TARIFF on FOREIGN and COLONIAL IMPORTS to the PORT OF LONDON for the Year 1899.

(Handed in by Sir Marcus Samuel on the Twenty-second day. See Question 7927.)

PRINCIPAL ARTICLES.		London (including Queenborough).	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
			Charge.	Tables page	Yield.	Remarks.	Ref. No.
			s. d.		£.		
Animals, Living:							
Oxen, Bulls, Cows and Calves.	Number	168,069	0 5 each.	30	3,501		
Sheep and Lambs	„	297,200	1 6 per score.	31	1,115		
Horses	„	20,534	0 10 each.	30	856		
Bacon	Cwts.	240,444	2 0 per ton.	49	1,202		
Beef, Fresh	„	1,107,774	2 2 „	49	6,000		
Bristles	Lbs.	4,091,871	0 4 per cwt.	54	609		
Butter	Cwts.	645,634	2 6 per ton.	49	4,035		
Margarine	„	110,044	2 6 „	49	688		
Caoutchouc	„	55,968	0 3 per cwt.	40	700		
„ Manufactures of	Lbs.	1,424,210	0 3½ „	40	185		
Cheese	Cwts.	1,027,600	1 6 per ton.	49	3,854		
Chemical Manufactures and Products, unenumerated.	Value £	—	Various.	–	–		
China and Earthenware	Cwts.	129,859	2 0 per ton.	34	649	Average rate.	
Clocks, and parts thereof	Value £	—	5 0 „	31	–		
Cocoa	Lbs.	21,616,023	2 3 „	31	1,086		
Cocoa, Prepared or Chocolate of all kinds.	„	1,845,075	0 3 per cwt.	32	206		
Coffee, Raw	Cwts.	603,367	2 3 per ton.	32	3,394		
Copper:							
Ore of	Tons	3,404	0 6 „	32	85		
Regulus and Precipitate	,	4,634	1 3 „	32	290	Average rate.	
Unwrought	„	33,418	2 4 „	32	3,899		
Manufactures of	Value £	—	2 4 „	32	129		
Cordage	„	—	2 0 „	30	785	Say equal to 7,850 tons.	
Cork, Manufactured	Lbs.	4,904,055	2 0 „	32	219		
Corn:							
Wheat	Cwts.	10,130,390	1 0 „	33	25,326		
Barley	„	2,460,490	1 0 „	32	6,151		
Oats	„	11,284,850	1 0 „	32	28,212		
Rye	„	110,100	1 0 „	32	275		
Peas	„	770,870	1 0 „	32	1,927		
Beans	„	158,210	1 0 „	32	396		
Maize, or Indian Corn	„	8,176,350	1 0 „	32	20,441		
Wheatmeal or Flour	„	7,802,926	2 0 „	33	39,015		
Oatmeal and Groats	„	203,050	1 6 „	33	761	Average rate.	
Maize or Indian Corn Meal	„	1,100,037	2 0 „	33	5,500		
Carried forward		—	—	£			

Appendix. 2nd Day, No. 1—continued.

1.—TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued.*

PRINCIPAL ARTICLES.	London (including Queenborough).	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
		Charge.	Tables page	Yield.	Remarks.	Ref. No.
Brought forward	—	*s. d.* —	—	£.		
Cotton, Raw — Cwts.	245,067	2 0 per ton	33	1,225		
„ Manufactures of all kinds. Value £	—	various	33	—		
Currants — Cwts.	506,400	2 8 per ton	37	3,376		
Drugs, Opium — Lbs.	478,427	0 3 per cwt.	47	53		
„ of all other kinds — Value	—	various	—	—		
Dye Stuffs:						
Cutch and Gambier — Tons.	13,542	1 6 per ton	33–4	1,016		
Dyes obtained from Coal Tar Value £	—	—	—	—		
Extracts — „	—	various	35	—		
Indigo — Cwts.	48,230	0 3 per cwt.	40	603		
Eggs — Gt. Hunds.	3,744,470	0 3 „	34	7,801	Equal to 624,078 cwts.	
Embroidery and Needlework — Value £	—	0 6 per pkge.	42	—		
Farinaceous Substances, unenumerated. „	—	various	—	—		
Feathers, Ornamental — Lbs.	613,611	2 0 per cwt.	35	548		
Fish, of all kinds — Cwts.	499,910	3 0 per ton	36	3,749	Assumed average rate.	
Flax — Tons.	3,412	2 0 „	36	341		
Flowers, Artificial — Value £	—	0 6 per pkge.	36	—		
Fruit:						
Almonds — Cwts.	88,446	4 0 „	36	884	Average rate.	
Apples, Raw — Bushels.	916,453	0 2 „	37	1,909	Say 229,113 pkges.	
Grapes, Raw — „	434,012	0 1½ „	37	1,356	Say 217,006 „	
Lemons — „	749,272	0 1½ „	38	1,561	Say 249,757 „	
Nuts, used as Fruit — Value £	—	various	37	—		
Oranges — Bushels.	2,561,307	0 1½ per pkge.	38	5,336	Say 853,769 „	
Plums, Raw — „	139,685	0 1½ „	38	844	Say 135,029 „	
Raw, of all other kinds — „	1,037,973	0 1½ „	38	3,244	Say 519,040 „	
Dried, unenumerated — Cwts.	438,341	2 8 per ton	38	2,922	Assumed rate, say 518,987 packages.	
Preserved without Sugar (not dried). Lbs.	41,651,426	3 0 „	38	2,789		
Fruits and Vegetables, preserved in Sugar. Cwts.	249,998	3 0 „	38	1,875		
Glass Manufactures, Bottles — Gross	457,796	0 6 „	29	153	Say 6,131 tons.	
„ „ of all other kinds. Cwts.	1,202,451	2 0 „	39	6,012	Average rate.	
Gum, Kowrie — „	116,955	3 0 „	39	877		
„ Lac — „	100,794	3 0 „	39	756		
„ of all other kinds —	188,476	3 0 „	39	1,414		
Gutta Percha — „	72,259	0 3 per cwt.	40	903		
Hair — „	222,089	2 0 per ton	49	1,110		
Carried forward	—		—			

1.—TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued*

PRINCIPAL ARTICLES.		London (including Queenborough).	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
			Charge.	Tables page	Yield.	Remarks.	Ref. No.
Brought forward		—	*s. d.* —	—	£.		
Hay	Tons	65,567	0 8 per ton	40	2,186		
Hemp	„	52,869	2 0 „	40	5,287		
Hides, Raw	Cwts.	475,424	0 2½ per cwt.	40	4,952	Average rate.	
Hops	„	114,237	0 3½ „	40	1,666		
Ice	Tons	220,430	0 3 per ton	40	2,755		
Iron:							
Ore of	„	18,962	0 3 „	41	237		
Pig and Puddled	„	5,741	0 7½ „	41	179		
Bar	„	15,052	1 0 „	41	753		
Steel, Unwrought	„	5,742	0 7½ „	41	179		
Manufactures of all kinds	Value £	—	various	41	—		
Ivory:							
Teeth, Elephants', &c.	Cwts.	6,244	0 6 per cwt.	42	156		
Jute	Tons	93,145	1 6 per ton	42	6,986		
„ Manufactures of	Value £	—	—	—	—		
Lace, of all kinds	„	—	0 6 per pkge.	42	—		
Lard	Cwts.	322,037	2 0 per ton	49	1,610		
Lead, Pig and Sheet	Tons	103,240	1 6 „	43	7,743	Assumed rate.	
Leather	Cwts.	707,015	0 3 per cwt.	43	8,838		
Leather Manufactures:							
Boots and Shoes	Doz. Pairs	88,131	0 3 „	29	275	Say 22,033 cwts.	
Gloves	„	189,393	0 6 per pkge.	39	32		
Unenumerated	Value £	—	0 3 per cwt.	43	—		
Linen, Yarn	Lbs.	27,780	2 0 per ton	56	1		
„ Manufactures	Value £	—	various	43	—		
Manganese, Ore of	Tons	555	0 6 per ton	43	14		
Manures:							
Bones for Manure	„	23,602	0 9 „	29	885		
Nitrate of Soda	„	28,409	1 0 „	52	1,420		
Phosphate of Lime and Rock	„	67,890	0 5 „	48	1,414		
Matches	Gross boxes	3,387,696	0 6 per pkt.	44	1,694	Say 67,754 pkgs.	
Meat, Unenumerated, Salted or Fresh.	Cwts.	148,504	2 2 per ton	49	804		
„ Preserved, not salted	„	389,912	3 0 „	49	2,924		
Metal, Unenumerated, Wrought.	Tons	2,649	2 0 „	—	265	Average rate.	
Milk, Condensed	Cwts.	377,599	2 6 „	44	2,360		
Musical Instruments	Value £	—	various	40	—		
Mutton, Fresh	Cwts.	2,218,124	2 2 per ton	49	12,014		
Carried forward		—	—	—			

Appendix. 22nd Day, No. 1—continued.

I.—TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued.*

PRINCIPAL ARTICLES.		London (including Queenborough).	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
			Charge.	Tables page	Yield.	Remarks.	Ref. No.
			s. d.		£.		
Brought forward	- - -	—	—	—			
Nuts, used for expressing Oil therefrom.	Tons	11,191	1 4 per ton	45	746		
Oil:							
Fish, Train, or Blubber	Tuns	1,496	2 2 per tun	46	162	Assumed average rate.	
Coco-nut	Cwts.	296,986	2 9 per ton	46	2,042		
Olive	Tuns	4,487	2 9 per tun	46	617		
Palm	Cwts.	4,030	2 2 per ton	46	22		
Seed	Tons	14,669	2 9 „	46	2,017		
Turpentine	Cwts.	256,379	1 11 „	55	1,228	Average rate.	
Oil-seed Cake	Tons	94,093	1 0 „	30	4,705		
Onions, Raw	Bushels	1,183,847	0 1½ per pkge.	56	2,469	Say 395,000 pkgs.	
Ore, Unenumerated	Tons	4,838	1 0 per ton	32	242	Average rate.	
Painters' Colours	Value £	—	2 0 „	47	—		
Paper, including Strawboards, &c.	Cwts.	2,740,591	1 6 „	44 & 53	10,277		
Paper-making Materials	Tons	132,456	0 10 „	33, 47, 49	5,519		
Paraffine	Cwts.	498,336	1 4 „	47	1,661		
Petroleum:							
Illuminating	Gallons	89,976,833	1 4 „	47	22,093		
Lubricating	„	12,280,660	1 4 „	47	3,015		
Plants	Value £	—	3 4 „	48	—		
Plumbago	Tons	13,199	2 0 „	43	1,320		
Pork, Salted	Cwts.	32,323	0 3½ per pkge.	46	189	Say 12,930 pkgs. Average rate.	
„ Fresh	„	230,817	2 2 per ton	49	1,250		
Potatoes	„	928,191	0 6 „	56	1,160		
Poultry and Game, alive or dead.	Value £	—	various	48	—		
Prints	„	—	0 8 per pkge.	48	—		
Pyrites of Iron or Copper	Tons	73,960	0 4 per ton	49	1,233		
Quicksilver	Lbs.	3,870,778	0 2 per pkge.	49	—		
Rabbits (dead)	Cwts.	349,404	2 2 per ton	49	1,893		
Raisins	„	371,365	2 8 „	37	2,476		
Rice	„	2,601,862	1 0 „	50	6,505		
Rosin	„	399,946	1 0 „	50	1,000		
Seeds:							
Clover and Grass	„	75,449	2 8 „	51	503		
Cotton	Tons	39,431	1 1 „	51	2,136		
Flax or Linseed	Qrs.	736,145	1 6 „	51	10,253		
Rape	„	99,531	1 6 „	51	1,386		
Of all other kinds	Value £	—	various	51	—		
Carried forward	- - -	—	—	—			

1.—TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued.*

PRINCIPAL ARTICLES.		London (including Queenborough).	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				Ref. No.
			Charge.	Tables page	Yield.	Remarks.	
			s. d.		£.		
Brought forward - - -		—	—	—			
Shells - - - - - -	Value £	—	various.	45 & 54	—		
Silk :							
Knubs or Husks, and Waste	Cwts.	61,672	3 0 per ton -	52	463		
Raw - - - - - -	Lbs.	1,572,088	0 8 per 100 lbs.	52	524		
Thrown and Spun Silk Yarn	„	75,875	0 8 „ -	52	25		
Manufactures, of all kinds -	Value £	—	0 6 per pkge. -	52	—		
Silver, Ore of - - - - -	„	—	2 0 per ton -	52	—		
Skins :							
Goat, Undressed - - -	Number	12,967,938	0 2 per cwt. -	52	2,895	Say 347,355 cwts.	
Sheep, Undressed - - -	„	10,898,190	0 1½ „ -	52	6,082	„ 973,053 „	
Furs, of all sorts - - -	„	33,296,276	0 2 „ -	52	7,432	„ 891,865 „ average rate.	
Manufactures of Skins and Furs.	Value £	—	—	—	—		
Slates - - - - - -	Number	39,385,846	0 6 per ton -	52	879	Say 35,166 tons.	
Spices, Pepper - - -	Lbs.	23,244,976	3 6 „ -	47	1,816	Average rate.	
Spirits :							
Brandy - - - -	Prf. Galls.	1,137,113	1 5 per 100 galls.	52	805		
Rum - - - - -	„	3,922,851	1 4 „	53	2,615		
Geneva - - - - -	„	60,574	1 4 „	53	40		
Other Sorts, Unsweetened -	„	1,024,298	1 4 „	53	683		
Stones, Rough or Hewn - -	Tons	487,865	0 2¼ per ton -	53	4,574		
Straw Platting for making Hats or Bonnets.	Lbs.	9,845,873	1 6 „ -	—	330	Assumed rate.	
Sugar :							
Refined - - - - -	Cwts.	4,346,603	3 0 „ -	53	32,600		
Unrefined - - - - -	„	5,974,081	2 0 „ -	53	29,870		
Molasses - - - - -	„	462,700	1 4 „ -	45	1,54		
Glucose - - - - -	„	828,861	2 1 „ -	39	4,317		
Tallow and Stearine - -	„	1,257,392	2 2½ „ -	53 & 54	6,942	Average rate.	
Tea - - - - - -	Lbs.	287,202,542	2 0 „ -	55	12,822		
Tin in Ingots, Bars, or Slabs -	Cwts.	507,645	2 0 „ -	55	2,538	Assumed average rate.	
Tobacco :							
Unmanufactured - -	Lbs.	29,685,332	2 0 „ -	55	1,325		
Manufactured - - -	„	1,692,221	2 0 „ -	55	76		
Toys - - - - - -	Value £	—	2 6 „ -	55	—		
Vegetables, Raw, Unenumerated.	„	—	various.	56	—		
Watches, and parts thereof -	„	—	0 8 per pkge. -	42	—		
Wine - - - -	Gallons	9,843,997	1 5 per 100 galls. 0 1⅝ „ doz. qts.	52	14,049		
Carried forward - - -		—	—	—			

Appendix.

22nd Day, No. 1—continued.

1.—TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued.*

PRINCIPAL ARTICLES.		London (including Queenborough).	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
			Charge.	Tables page	Yield.	Remarks.	Ref. No.
			s. d.		£.		
Brought forward - - -		—	—	—			
Wood:							
Hewn of all sorts - -	Loads	236,043	1 0 per load -	57	11,802		
Sawn of all sorts - - -	„	1,611,012	1 0 „ -	57	80,551		
Staves - - - - - -	„	25,601	0 6 „ -	58	640		
Furniture Woods, of all kinds.	Tons	202,874	1 3 „ -	59	12,680	Average rate.	
House Frames and Joiners' Work.	Value £	—	2 0 per ton -	59	—		
Wool:							
Goats' Wool or Hair: Mohair.	Lbs.	7,526,001	3 0 „ -	59	504		
Sheep or Lambs' - - -	„	491,260,300	3 0 „ -	59	32,897		
Woollen:							
Yarn of all kinds - -	„	221,225	0 2 per cwt. -	59	16		
Rags, not for Manure - -	Tons	930	0 10 per ton -	49	39		
Manufactures of all kinds (including Manufactures of Goats' Wool).	Value £	—	various.	59	—		
Yeast - - - - - -	Cwts.	283	0 4 per pkge -	54	9		
Zinc:							
Crude - - - - - -	Tons	25,652	1 0 per ton -	60	1,283		
Manufactures of - - -	Cwts.	265,402	1 0 „ -	60	664		
Parcel Post (Goods Free of Duty)	No. of Parcels	794,791	—	—	Nil.		
All other Articles - - - - -		—	—	—			
Rates and dues on Cargo as to which no particulars of weights, &c., have been obtained, estimated at.		—	—	—	60,000	See note appended.	
				£	706,225		

NOTE to APPENDIX I. with regard to DOCK and TOWN DUES on CARGO IMPORTED and EXPORTED.

The Blue Books contain particulars of the weight or other details upon which dues can be estimated, in the case of the major portion of the goods imported and exported. In very many instances, however, and notably under the heading of "All other articles," a lump sum value only is given, and it has been found impossible without a search of Dock Board records, which is impracticable, to ascertain with any exactness the weights or other suitable data upon which dues can be calculated. The basis adopted, therefore, has been a rough one, partly in proportion to values, and partly based upon the average total receipts of the Mersey Dock Board.

For example :—

In the case of the Dock and Town dues on Foreign and Colonial Produce imported into Liverpool.

	£.
BALANCE OF DUES ESTIMATED AT - - - - - - - - - -	20,000
Total value of cargo as to which weight or other data is given in Blue Books	101,550,000
Dues calculated on same - - - - - - - - - - - -	464,122
Value of cargo as to which no other data is given in Blue Books - - -	8,500,000
Dues in proportion, say - - - - - - - - - - - -	39,000
This result would, however, if added to the dues calculated in detail as above, produce a sum of - - - - - - - - - - - -	503,122

which is largely in excess of the total dues collected by the Mersey Dock Board in either of their financial years, 1898, 1899 or 1900, the highest total having been 473,124*l.* 9*s* 6*d.* and the average 451,025*l.* 0*s.* 11*d.*, and the difference is to be accounted for by the entire want of proportion between weight upon which dues are charged, and value, in the case of a large proportion of the goods (*e.g.*, quicksilver and cotton piece goods).

The sum of 50,000*l.* was therefore reduced to 20,000*l.*, which sum, when added to the total separately calculated (464,122*l.*), gives a result more nearly approximating the total dues actually collected less certain estimated reductions allowed by the Mersey Dock Board not taken into account in the calculations.

The other calculations have been dealt with in the same manner, and the unascertained balances in the cases of cargo imported to, and exported from London, have been worked in proportion, *i.e.*, by a comparison of the values of the unascertained balances on Liverpool cargo with those of the London cargo.

Appendix.
22nd Day, No. 2.

2.—TABLE showing CALCULATION of CHARGES according to the LIVERPOOL TARIFF on FOREIGN and COLONIAL EXPORTS from the PORT OF LONDON for the Year 1899.

(Handed in by Sir Marcus Samuel on the Twenty-second day. See Question 7927.)

PRINCIPAL ARTICLES.	London (including Queenborough).	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
		Charge.	Tables page	Yield.	Remarks.	Ref. No.
		s. d.		£		
Bacon and Hams - - - Cwts.	27,613	1 0 per ton	49	69		
Butter - - - - - - „	9,842	1 3 „	49	31		
„ Margarine - - - „	3,104	1 3 „	49	10		
Caoutchouc - - - - „	35,280	0 1 per cwt.	40	147		
Cheese - - - - - „	12,559	0 8 per ton	49	21		
Chemical Manufactures - Value £	—	various	–	—		
China or Porcelain and Earthenware. Cwts.	4,594	1 0 per ton	34	11		
Cocoa - - - - - Lbs.	10,794,678	1 1½ „	31	271		
Coffee - - - - - Cwts.	671,928	1 1½ „	32	1,890		
Corn, Wheat - - - - „	479,898	0 5½ „	33	550		
„ Maize or Indian Corn - „	2,593	0 4½ „	32	2		
„ Wheatmeal and Flour - „	69,285	0 10 „	33	144		
Cotton, Raw - - - - „	233,648	1 4 „	33	779		
„ Waste of (Raw and Yarn). Lbs.	420,916	0 6 „	33	5		
„ Manufactures - - Value £	—	various	33	–		
Drugs:						
Bark, Peruvian - - - Cwts.	31,293	0 1½ per cwt.	28	196		
Opium - - - - - Lbs.	162,089	0 1½ „	47	9		
Not otherwise enumerated - Value £	—	various	–	—		
Dyes and Dyeing Stuffs:						
Cochineal - - - - - Cwts.	1,697	0 3 per cwt.	31	21		
Cutch and Gambier - - Tons	3,197	0 8 per ton.	33 / 38	107		
Indigo - - - - - - Cwts.	32,514	0 1½ per cwt.	40	203		
Farinaceous substances and Manufactures thereof (including Sago) - - - Value £	—	various	–	—		
Feathers, Ornamental - - Lbs.	107,101	1 0 per cwt.	35	48		
Fish, Cured or Salted - - Cwts.	120,958	0 8 per ton	35	202		
Flax, Dressed and Undressed, and Tow. Tons	964	1 0 „	36	48		
Fruit:						
Almonds - - - - - Cwts.	25,354	2 0 per ton	36	127	Average rate.	
Currants - - - - - „	27,452	1 4 „	37	92		
Oranges - - - Bushels	46,861	0 0¾ per pkge.	38	48	15,500 pkgs.	
Raisins - - - - - Cwts.	24,115	1 4 per ton	37	80		
Dried, not otherwise enumerated. „	233,951	1 4	37	780		
Preserved without Sugar, other than Dried. Lbs.	4,495,007	1 6 „	38	151		
Carried forward - - -	....	—				

2.—TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued.*

PRINCIPAL ARTICLES.		London (including Queenborough).	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
			Charge.	Tables page	Yield.	Remarks.	Ref. No.
Brought forward - - -		—	*s. d.* —	-	£ —		
Guano - - - - - -	Tons	950	0 4½ per ton	39	18		
Gum, of all sorts - - -	Cwts.	198,926	1 6 „	39	746		
Hemp, Dressed and Undressed, and Tow.	Tons	29,381	1 0 „	40	1,469		
Hides, Raw - - - - -	Cwts.	248,949	0 1¼ per cwt.	40	1,297	Average rate.	
Ivory, Teeth, Elephants' -	„	3,724	0 3	42	47		
Jute - - - - - -	Tons	81,035	0 9 per ton	42	3,039		
„ Manufactures of - -	Value £	—	various	—	—		
Lace - - - - - -	„	—	0 3 per pkge.	42	—		
Lard - - - - - -	Cwts.	16,373	1 0 per ton	49	41		
Leather - - - - -	„	171,367	0 1⅓ per cwt.	43	1,071		
„ Manufactures, of all kinds	Value £	—	0 4 per pkge.	43	—		
Meat, Preserved, otherwise than by Salting.	Cwts.	36,062	2 0 per ton	49	180		
Metals :—							
Copper, Unwrought, part Wrought, and Old Copper.	Tons	17,389	1 2 „	32	1,014	Assumed rate.	
Iron Bar, Angle, Bolt and Rod	„	8,461	0 8 „	41	282		
„ Manufactures, Machinery	Value £	—	various	41 & 43	—		
„ „ unenumerated	Cwts.	332,792	0 9 per ton	41	624	Average rate.	
Tin, in Blocks, Ingots, Bars, or Slabs.	„	283,160	0 9 „	55	531	Average rate.	
Milk, Condensed - - -	„	89,255	1 3 „	44	279		
Nuts, for expressing Oil therefrom.	Tons	10,192	0 8 „	45	340		
Oil :—							
Coco-nut - - - - -	Cwts.	99,986	1 2 „	46	292		
Olive - - - - - -	Tuns	686	1 2 per tun	46	40		
Palm - - - - -	Cwts.	828	0 11 per ton	46	2		
Paper-making Materials -	Tons	2,415	0 5 „	47	50		
Quicksilver - - - - -	Lbs.	1,850,883	0 1 per pkge.	49	—		
Rice - - - - - -	Cwts.	849,859	0 6 per ton	50	1,062		
Seeds:—							
Flax or Linseed - - -	Qrs.	81,477	0 8 „	51	504		
Rape - - - - - -	„	29,030	0 8 „	51	180		
Unenumerated for expressing Oil therefrom.	„	81,272	0 8 „	51	503		
Shells - - - - - -	Value £	—	various	45 & 54	—		
Silk :—							
Raw - - - - - -	Lbs.	24,402	0 4 per 100 lbs	52	4		
Thrown - - - - -	„	8,041	0 4 „	52	1		
Manufactures - - -	Value £	—	0 3 per pkge.	52	—		
Carried forward - - -		—	—	..			

Appendix

22nd Day, No. 2—continued.

2.—TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued.*

PRINCIPAL ARTICLES.	London (including Queenborough).	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board				Ref. No.
		Charge.	Tables page	Yield.	Remarks.	
		s. d.		£		
Brought forward - -	—	—	—	—	—	
Skins :-						
Goat, Undressed - - Number	12,967,805	0 1 per cwt.	52	1,447	= 347,280 cwt.	
Sheep, Undressed - - „	4,847,910	0 1 „	52	1,804	= 432,960 „	
All other Sorts - - - - „	18,138,462	0 1½ „	52	3,037	Average rate = 485,920 cwt.	
Spices :						
Cinnamon - - - - - Lbs.	1,194,098	0 1½ „	31	67		
Pepper - - - - - „	18,440,020	1 4 per ton	47	549		
Not otherwise enumerated - „	11,893,298	0 1½ per cwt.	31 & 45	664		
Spirits :—						
Brandy - - - - - Pf. Gals.	38,667	0 8 per 100 galls. 0 0⅞ per doz. qts.	52	51		
Rum - - - - - - - „	868,125	0 8 per 100 galls. 0 0⅞ per doz. qts.	53	1,151		
Geneva - - - - - „	9,370	0 8 per 100 galls. 0 0⅞ per doz. qts.	53	12		
Other Unsweetened Spirits- „	38,070	0 8 per 100 galls.	53	13		
Mixed, in Bond - - - „	34,663	0 8 „	53	12		
Straw Platting, for making Hats or Bonnets. Lbs.	3,944,157	0 9 per ton		66	Assumed rate.	
Sugar :—						
Refined and Candy - - Cwts.	94,433	1 2 „	53	275		
Unrefined - - - - - „	67,466	0 11 „	53	155		
Molasses - - - - - ,	10,960	0 8 „	45	18		
Tallow and Stearine . - Cwts.	811,343	1 1 „	53 & 54	2,197	Average rate.	
Tea - - - - - Lbs.	31,571,226	1 0 „	55	705		
Tobacco :						
Unmanufactured - - „	745,277	1 0 „	55	17		
Foreign Manufactured of all kinds. : „	466,276	1 0 „	55	10		
Wine - - - - - - - Gallons	787,590	0 8 per 100 galls. 0 0⅞ per doz. qts.	52	1,045		
Wool, Sheep or Lambs' - Lbs.	91,799,525	1 4 per ton	59	2,732		
Woollen Manufactures - - Value £	—	various	59	—		
All other Articles - - - „	—	—				
Rates and dues on Cargo above, as to which no weights, &c., have been obtained estimated at.	—	—	—	4,700	See note to Appendix I.	
				£40,385		

Appendix.

22nd Day, No. 3.

3.—TABLE showing CALCULATION of CHARGES according to the LIVERPOOL TARIFF on EXPORTS of HOME MANUFACTURES from the PORT OF LONDON for the Year 1899.

(Handed in by Sir Marcus Samuel on the Twenty-second day. See Question 7927.)

PRINCIPAL ARTICLES.	London (including Queenborough).	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
		Charge.	Tables page	Yield.	Remarks.	Ref. No.
		s. d.		£.		
Alkali - - - - - Cwts.	43,600	0 6 per ton -	27	54		
Animals, Living :—						
Horses - - - - - Number	8,979	0 5 each - -	30	187		
Sheep and Lambs - - „	1,425	0 9 per score -	31	3		
Apparel - - - - - - Value £	—	various -	—	—		
Arms and Ammunition :—						
Gunpowder - - - - - Lbs.	4,821,100	0 2 per 100 lbs.	39	402		
Firearms (Small) - - Number	43,452	0 3 per pkge -	28	54	Say 4,345 pkges.	
Of all other Sorts - - Value £	—	various -	—	—		
Bags and Sacks, Empty, for Packing Merchandise. Dozs.	561,000	„ -	28	—		
Beer and Ale - - - - - Barrels	196,846	0 6 per 100 galls.	27	1,772		
Biscuit and Bread - - - Cwts.	98,768	2 0 per ton -	29 & 49	494	Average rate.	
Bleaching Materials - - „	900	0 6 „ -	29	1		
Books, Printed - - - - „	135,101	0 4 per pkge. -	29	1,126		
Butter - - - - - - „	2,058	1 3 per ton -	49	6		
Candles - - - - - - Lbs.	14,208,100	2 0 „ -	30	634		
Caoutchouc, Manufactures of Value £	—	0 1½ per cwt. -	40	—		
Carriages, &c. :—						
Railway Carriages for Passengers. „	—	1 0 per ton -	30	—		
Railway Waggons, Trucks, &c. „	—	1 0 „ -	57	—		
Cycles and parts thereof - „	—	0 3 per pkge. -	29	—		
Other Sorts (including Carts). „	—	various -	30 & 54	—		
Cement for Building and Engineering purposes. Tons	325,639	0 4½ per ton -	31	6,106	Average rate.	
Chemical Products and Preparations (including Dye Stuffs and Sulphate of Copper). Value £	—	various -	—	—		
Clay, Unmanufactured - - Tons	8,115	0 2 per ton -	31	68	Average rate.	
Coals, Coke, Cinders, and Patent Fuel. „	71,559	0 1½ „ -	31, 54, & 38	447		
Coal, Products of - - - Value £	—	various -	—	—		
Cocoa or Chocolate, Manufactured in the United Kingdom. Lbs.	2,586 300	1 1½ per ton -	31	65		
Cordage and Twine - - Cwts.	58,083	1 0 „ -	30	145		
Corn, Grain, Meal, nd Flour Value £	—	various -	32 & 33			
Carried forward - - -	—	—	—			

Appendix.

22nd Day, No. 3—continued.

3.—TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued.*

PRINCIPAL ARTICLES.		London (including Queenborough).	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
			Charge.	Tables page	Yield.	Remarks.	Ref. No.
			s. d.		£.		
Brought forward - - -		—	—	—			
Cotton Yarn - - - - -	Lbs.	5,416,700	0 1 per cwt. -	59	202		
Cotton Manufactures :—							
Piece Goods - - -	Yards	461,183,300	various -	33	—		
Of all other Sorts - -	Value £.	—	„ -	33	—		
Cutlery - - - - - -	„	—	1 6 per ton -	40	—		
Earthen and Chinaware, of all Sorts.	„	—	various	34	—		
Electric Lighting Apparatus (except Steam Engines).	„	—	„ -	30 & 40	—		
Fish, Fresh and Cured :—							
Herrings - - - - -	Barrels	21,387	0 1 per barrel -	36	89		
Of all other Sorts - -	Value £	—	various -	36	—		
Flax and Hemp, Dressed and Undressed.	Cwts.	354	1 0 per ton -	36 & 40	1		
Furniture (Household) Cabinet and Upholstery Wares.	Value £	—	1 0 „ -	38	—		
Glass, of all Sorts - - -	„	—	various -	29 & 39	—		
Grease - - - - - -	Cwts.	326,022	0 5½ per ton -	39	374		
Haberdashery and Millinery -	Value £	—	0 3 per pkge. -	39	—		
Hardwares, unenumerated -	Cwts.	113,202	1 6 per ton -	40	425		
Hats, of all Sorts - - -	Dozens	616,181	0 3 per pkge. -	40	1,250		
Hides, Raw - - - - -	Cwts.	33,882	0 1¼ per cwt. -	40	176	Average rate.	
Implements and Tools, of all Sorts.	Value £	—	1 6 per ton -	40	—		
Instruments and Apparatus, Surgical, Anatomical, and Scientific.	„	—	0 3 per pkge. -	40	—		
Jute Yarn - - - - -	Lbs.	6,410,000	1 0 per ton -	59	143		
Piece Goods - - -	Yards	53,156,000	various -	42	—		
Leather :—							
Unwrought - - - - -	Cwts.	53,496	0 1½ per cwt. -	43	334		
Wrought, Boots and Shoes	Doz. prs.	375,507	0 1½ „ -	29	587		
„ unenumerated -	Value £	—	0 4 per pkge. -	43	—		
Linen Yarn - - - - -	Lbs.	1,682,500	1 0 per ton -	59	38		
Linen Manufactures :—							
Piece Goods - - -	Yards	12,056,400	various -	43	—		
Thread, and unenumerated	Value £	—	0 3 per pkge. -	55	—		
Machinery and Mill Work, of all Sorts.	„	—	1 0 per ton -	43	—		
Manure (including Sulphate of Ammonia and other Chemical Manures).	Tons	79,976	0 4½ per ton -	27, 29, & 43.	1,500		
Medicines, comprising Drugs and Medicinal Preparations.	Value £	—	various -	44	—		
Carried forward - - -		—					

3.—TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued.*

PRINCIPAL ARTICLES.		London (including Queenborough.)	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
			Charge.	Tables page	Yield.	Remarks.	Ref. No.
			s. d.		£.		
Brought forward - -		—	—	—			
Metals:—							
Iron—Pig, Puddled, Bar, Angle, and Wire.	Tons	55,210	0 6¾ per ton -	41	1,553	Average rate.	
„ Railroad, of all Sorts -	,	68,308	0 6 & 7*d.* „ -	41	1,936	„ „	
„ Steels, Unwrought -	„	33,068	0 6 „ -	41	827		
„ Of all other Sorts (including Manufactures of Steel).	„	249,133	1 0 „ -	41	12,457		
Brass, and Manufactures of, not being Ordnance.	Cwts.	44,629	1 2 „ -	29	130		
Copper, Unwrought - -	„	12,681	1 2 „ -	32	37		
„ Wrought or Manufactured, and Yellow Metal.	„	133,864	1 2 „ -	32, 60	390		
Lead, of all Sorts - -	Tons	28,558	1 0 „ -	42, 43	1,428		
Tin, Unwrought - - -	Cwts.	56,068	1 0 „ -	55	140		
Zinc, Wrought and Unwrought.	„	42,433	0 6 „ -	60	53		
Unenumerated - - -	Value £	—	various -	27, 28, 52, 60	—		
Milk, Condensed - - -	Cwts.	142,000	1 3 per ton -	44	444		
Musical Instruments - -	Value £	—	various -	40	—		
Oil and Floor Cloth - -	Yards	9,940,300	1 0 per ton -	36	—		
Oil, Seed - - - -	Tons	15,413	1 2 „ -	46	899		
„ other Sorts - - -	Value £	—	various -	46	—		
Painters' Colours and Materials.	„	—	1 0 per ton -	47	—		
Paper of all Sorts - - -	Cwts.	546,079	1 6 „ -	47	2,018	Assumed rate.	
Perfumery (including Spirits, Perfumed in Bond).	Value £	—	0 3 per pkge. -	47	—		
Pickles, Vinegar, Sauces, &c.	„	—	various -	46, 48, 56	—		
Pictures - - - - -	Number	4,159	0 4 per pkge. -	48	69		
Plate and Plated Ware -	Value £	—	0 4 „ -	48	—		
Prints, Engravings, &c. -	„	—	0 4 „ -	48	—		
Provisions (including Meat) -	„	—	various -	49	—		
Rags and other Materials for making Paper.	Tons	34,390	0 5 per ton -	33, 47, 49	716		
Saddlery and Harness - -	Value £	—	0 4 per pkge. -	53	—		
Salt, Rock and White -	Tons	7,672	0 3 per ton -	50	9		
Seeds, of all Sorts - - -	Cwts.	51,504	1 1¼ „ -	51	142	Average rate.	
Ships and Boats (New), with their Machinery.	Gross Tonnage	13,700	—	—	—		
Silk, Thrown, Twist, and Yarn.	Lbs.	42,900	0 4 per 100 lbs.	52	7		
Silk, Manufactures of all Sorts (including Mixed).	Value £	—	0 3 per pkge. -	52	—		
Skins and Full, of all Sorts -	„	—	various	52	—		
Carried forward - - -		—	—	—			

Appendix.

22nd Day, No. 3—continued.

3.—TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued.*

PRINCIPAL ARTICLES.	London (including Queenborough).	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
		Charge.	Tables page	Yield.	Remarks.	Ref. No.
		s. d.		£.		
Brought forward - - -	—	—	—			
Soap - - - - - - Cwts.	88,700	0 10 per ton - / 2 6 „ -	52	278		
Spirits, British and Irish - Pf. Gals.	709,666	0 8 per 100 galls. / 0 0⅞ „ doz. qts.	53	941		
Stationery, other than Paper Value £	—	0 3 per pkge. -	53	—		
Stones and Slates - - - „	—	various -	52, 53	—		
Sugar, Refined and Candy - Cwts.	117,264	1 2 per ton -	53	342	Assumed rate.	
„ Molasses - - - „	42,503	0 8 „ -	45	71		
Telegraphic Wires and Apparatus. Value £	—	1 2 „ -	30, 32	—		
Tobacco and Snuff - - - Lbs.	971,482	1 0 „ -	55	22		
Umbrellas and Parasols - Value £	—	0 3 „ -	56	—		
Wood, Manufactures of - - „	—	various -	57, 58, 59	—		
Wool, Sheep and Lambs' - Lbs.	1,438,800	1 4 per ton -	59	43		
„ Flocks and Rag Wool - „	11,300	1 4 „ -	59	—		
„ Noils - - - - - „	22,500	1 4 „ -	59	1		
„ Waste - - - - - „	51,700	1 4 „ -	59	2		
„ Combed or Carded, and Tops. „	204,200	1 4 „ -	59	6		
Woollen and Worsted Yarn - „	577,700	0 1 per cwt. -	59	21		
Yarn, Alpaca, and other Sorts. „	85,400	0 1 „ -	59	3		
Woollen and Worsted Manufactures:—						
Woollen Tissues - - - Yards	11,643,400	various -	59	—		
Worsted Coatings and Stuffs „	19,192,500	„ -	59	—		
Damasks and Plushes - „	172,700	„ -	59	—		
Flannels and Carpets - - „	8,726,600	„ -	30, 59	—		
Blankets - - - - - Pairs	460,800	„ -	59	—		
On all other Sorts - - Value £	—	—	—	—		
Parcel Post - - - No. of Parcels	422,795	—	—	—		
All other articles - - - Value £	—	—	—	—		
Rates and Dues on Cargo above, as to which no weights, &c. have been obtained, estimated at.	—	—	—	25,800	See note to Appendix I.	
			£.	67,585		

Appendix.
22nd Day, No. 4.

4.—TABLE showing CALCULATION of CHARGES according to the LIVERPOOL TARIFF on TRANSHIPMENT of GOODS at the PORT OF LONDON for the Year 1899.

(*Handed in by Sir Marcus Samuel on the Twenty-second day. See Question 7927.*)

ARTICLES.	Denomination of Quantity.	London.		DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
		Quantity.	Value.	Charge.	Tables page	Yield.	Remarks.	Ref. No.
Articles separately enumerated:—			£.	*s. d.*		£.		
Spirits:—								
Rum	Galls.	2,413	1,034	0 8 per 100 galls.	53	1		
Brandy	„	610,036	373,413	0 8 „	52	203		
Geneva	„	182,654	36,826	0 8 „	53	61		
Of all other Sorts	„	110,063	39,206	0 8 „	53	37		
Tea	Lbs.	13,515,114	294,819	1 0 per ton	55	302		
Tobacco, Unmanufactured	„	1,676,302	61,132	1 0 „	55	37		
„ Manufactured, and Cigars	„	1,607,686	73,681	Various	16 / 55	44	Average rate.	
Wine	Galls.	651,756	291,695	„	52	541	Average rate.	
Other Articles not separately enumerated	Value	—	2,170,951	Estimated at	—	1,500		
TOTAL Value of all Articles Imported for Transhipment	—	—	3,342,757			2,726		

Appendix.

22nd Day, No. 5.

5.—TABLE showing CALCULATION of CHARGES according to the LIVERPOOL TARIFF on COASTWISE GOODS INWARDS and OUTWARDS to and from the PORT OF LONDON.

(Handed in by Sir Marcus Samuel on the Twenty-second day. See Question 7927.)

ESTIMATE OF GOODS CARRIED TO AND FROM LONDON COASTWISE, AND DUES THEREON.

INWARDS.

	Total.	Steam.	Sail.
Vessels using Docks	990,243		
Vessels using River only	4,960,035		
	5,950,278	5,573,790	376,488

	Tons.
Estimated weight of cargo carried by Steamers	10,500,000
Estimated weight of cargo carried by Sailers	440,000
Total	10,940,000

DIVISION.

	Tons.		£.
Coal	7,535,292	at 1*d.* per Ton	31,397
Other produce	3,404,708	Estimated dues (Based on the average of Liverpool Cargoes).	24,352
	10,940,000		55,749

OUTWARDS.

CLEARANCES WITH CARGO.

	Tons.
Steamers	1,693.850
Sailers	514,833
	2,208,683
Estimated weight of Cargo carried	3,800,000

DIVISION.

	Tons.		£.	£.
Coal	36,048	at 1*d.* per Ton	150	
Other produce	3,763,952	Estimated dues (Based on the average of Liverpool Cargoes).	26,921	
				97,071
	3,800,000			82,820

6.—Résumé of Appendices 1 to 5.

(Handed in by Sir Marcus Samuel on the Twenty-second day. See Question 7927.)

London Cargoes.

Estimated Dock Rates and Town Dues calculated at Liverpool Rates, viz.:—

		£.
Imports:—		
Foreign and Colonial, as stated (1.)		706,225
Transhipments:—		
Foreign and Colonial, as stated (4.)	—	2,726
Exports:—		
Produce and Manufactures of the United Kingdom, as stated (3.)	67,585	
Foreign and Colonial Merchandise, as stated (2.)	40,385	
		107,970
		816,921
Coastwise Trade:—		
Inwards (estimated), as stated (5.)	55,749	
Outwards „ „	27,071	
		82,820
		899,741

7.—Table showing Market Value of the London Docks on the 23rd April 1901.

(Handed in by Sir Marcus Samuel on the Twenty-second day. See Question 7927.)

	Present Stock.	Price.	Market Value.
London and India:	£.	£.	£. s. d.
Preferred Ordinary	2,836,548	73	2,092,580 – 9
Deferred „	4,802,855	19½	936,556 14 6
Preference A. 4 per cent.	1,822,102	103	1,876,765 1 2
„ B. 4 „	1,438,723	95	1,366,786 17 –
Debenture A. 3 „	2,550,291	94	2,397,273 10 9
„ B. 3 „	3,259,254	86	2,802,958 8 9
„ C. 2 „	1,843,266	77	1,419,314 16 4
		£.	12,892,235 9 3
Millwall:			
Capital Stock	650,700	20	130,140 – –
Preference 5 per cent.	490,000	92	450,800 – –
„ 4½ „	250,000	73	182,500 – –
New „ 5 „	200,000	60	120,000 – –
Debenture 5 „	443,457	128	567,624 19 2
„ 4 „	60,000	96	57,600 – –
		£.	1,508,664 19 2
Surrey:			
Ordinary Stock	1,350,815	125	1,692,268 15 –
Preference A. 4 per cent.	154,000	135	207,900 – –
„ B. 5 „	199,000	135	268,650 – –
„ C. 5 „	49,000	132	64,680 – –
„ D. 5 „	100,000	130	130,000 – –
„ E. 5 „	131,290	128	168,051 4 –
Debenture 4½ „	140,000	140	196,000 – –
		£.	2,727,549 19 –

We hereby certify the total market value of the above Companies' Stocks on the 23rd April 1901, is 17,128,450*l.* 7*s.* 5*d.*

(signed) *Parr & Rae.*

Appendix.

22nd Day, No. 8.

8.—TABLE showing the REVENUE and EXPENSES of the LONDON DOCKS for the Year 1899.

(Handed in by Sir Marcus Samuel on the Twenty-second day. See Question 7927.)

	London and India.	Surrey Commercial.	Millwall.	Grand Total.
GROSS REVENUE.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Goods, Import Rates	994,327 – 3			
„ Export Rates	176,928 14 8	317,829 14 8	207,359 6 8	2,174,451 7 1
Shipping Rates and Charges	478,006 10 10			
	1,649,262 5 9			
Graving Dock Rates	38,655 8 1	—	—	38,655 8 1
Railway Rates and Tolls	11,579 1 5	—	—	11,579 1 5
Transit and Railway	—	—	9,869 9 9	9,869 9 9
Canal Earnings	—	14,765 18 6	—	14,765 18 6
Rents	39,863 3 1	8,667 1 –	8,536 5 8	57,066 9 9
North London Railway Company	4,580 12 5	—	—	4,580 12 5
Brunswick Wharf	2,024 16 2	—	—	2,024 16 2
Transfer Fees	—	—	91 10 –	91 10 –
£.	1,745,965 6 11	341,262 14 2	225,856 12 1	2,313,084 13 2
	341,262 14 2			
	225,856 12 1			
GROSS REVENUE £.	2,313,084 13 2			

EXPENSES:	£. s. d.	
London and India	1,189,124 8 –	
Surrey Commercial	240,165 3 –	
Millwall	182,181 8 10	
EXPENSES		1,611,470 19 10
NET REVENUE £.		701,613 13 4

NOTE.—The Working Union of the London Company and the India Company having now become a Financial Union, the domestic income and expenses of the two separate Companies are not included above. The incomes in 1899 were together 1,457*l.*, and the expenses 22 658*l.*

Appendix. 22nd Day, No. 9.

9.—TABLE showing COMPUTATION of REVENUE and EXPENSES of a PORT TRUST taking over the DOCK PROPERTY and the RIVER ADMINISTRATION.

(*Handed in by Sir Marcus Samuel on the Twenty-second day. See Question 7927.*)

REVENUE.

		£.
Gross revenue of the several docks, as per Appendix 8		2,313,084
Port dues on all goods to and from the port, viz.:—		
IMPORTED GOODS.	£.	
Foreign and Colonial, as per Appendix 1	706,225	
EXPORTED GOODS.		
Foreign and Colonial, as per Appendix 2	40,385	
British merchandise, as per Appendix 3	67,585	
COASTED GOODS.		
Inwards, Appendix 5	55,749	
Outwards, Appendix 5	27,071	
TRANSHIPPED GOODS.		
As per Appendix 4	2,726	
		899,741
Pilotage, buoyage and lighting dues (not ascertained, but they presumably find a set-off in the outlay)		—
GROSS REVENUE	£.	3,212,825

Note I.—It will be observed that the sole addition to the existing revenue is that of a toll or port dues on goods generally, the existing tonnage rates on shipping, both to the docks and to the river, being adopted as they stand, without respect to their sufficiency or otherwise.

(*N.B.*—Nothing is charged on barges.)

Note II.—Coal is charged under the port dues head, one penny per ton. Appendix 11 refers to the imports of this article, and shows the amount which it used to yield under the head of coal dues.

Note III.—Assuming that the goods tonnage already paying dock dues is, say, one-third of the whole, and that it might be convenient to re-consider these dues in the case of such goods now called upon also to pay port dues, the surplus income of the Trust would permit of a re-adjustment according to the merits.

EXPENSES.

		£.
Total of the expenses of the several docks, as per Appendix 8		1,611,470
Conservancy of Lower Thames (average of 1894–1899)		66,600
Policing river		21,700
Pilotage, buoying, and lighting (cost not ascertained, but it presumably finds a set-off in the tonnage dues collected *ad hoc*)		—
TOTAL EXPENSES	£.	1,699,770
Gross revenue		3,212,825
Total expenses		1,699,770
Surplus available for payment of interest on Funded Debt for Improvements and for abatement of dues	£.	1,513,055

(For Funded Debt, *see* Appendix 10.)

Appendix. 22nd Day, Nos. 10 and 11.

10.—Statement of the Composition of the Trust Debt; Annual Payment in respect thereof; and Surplus Revenue available for Payment.

(*Handed in by Sir Marcus Samuel on the Twenty-second day. See Question 7927.*)

		£.
Value of Dock Property on 23rd April, as per Appendix 7		17,128,450
Add,—Debt of London and India Company, stated not to be included in Stock Exchange List, taken at		600,000
Total Value of Dock Property		17,728,450
	£.	
Ordinary Stock	4,851.544	
Other Stock	12,876,906	
	£. 17,728,450	
Add —10 per cent. on Ordinary Stock for compulsory purchase		485,154
		18,213,604
Additional Outlay.	£.	
Special Dredging, say	2.000,000	
Extension of jetties and quays, say	2,000,000	
Extension and improvement of docks, say	3,000,000	
Thames Conservancy Debt, taken at	90,000	
		7,090,000
Total Funded Debt of Trust		£. 25,303,604
Interest and Sinking Fund, 3½ per cent.		£. 885,626
Surplus Revenue of Trust, as per Appendix 9		£. 1,513,055

11.—Statistical Table of the City of London Coal Dues, 1880 to 1888. (Referred to in Note II. of Appendix 9.)

(*Handed in by Sir Marcus Samuel on the Twenty-second day. See Question 7927.*)

Year.	Tonnage of Coals brought to the Port of London by Sea.	Tonnage of Coals brought to London by Land and Rail.	Total Tonnage.	Total Duty received at 1s. 1d. per ton.	Proportion paid over to Corporation at 4d. per ton.
				£.	£.
1880	3,714,708	6,210,944	9,925,652	477,165	146,820
1881	3,809,456	6,765,351	10,574,807	514,777	158,392
1882	3,826,520	6,565,622	10,392,142	497,084	152,948
1883	4,074,489	7,103,302	11,177,791	530,930	163,363
1884	4,293,851	6,859,579	11,153,430	543,766	167,374
1885	4,563,965	7,092,109	11,656,074	558,910	171,972
1886	4,671,127	7,141,036	11,812,163	564,774	173,776
1887	4,726,278	7,343,405	12,069,683	574,048	176,630
1888	4,887,583	7,645,505	12,533,088	607,063	186,789
1889 (to March 1890)	4,767,876	7,895,985	12,663,861	*	187,821

* The 9*d.* Coal Duty was only collected up to 5th July 1889; the 4*d.* Duty being continued for another year only.

Note.—According to the Home Office Blue Book, "Mines and Quarries Report for 1899" (p. 180, Table 149), the receipts in London coastwise in 1899 were:—

Coals	7,535,292 tons
Patent fuels	3,090 ,,
Total	7,538,382 tons

as against 4,887,583 tons in 1888. The arrivals by rail are apparently no longer recorded; but, taking the 1888 figures (7,895,985 tons), the grand total would presumably exceed 15,000,000 tons.

12.—TABLE of the APPORTIONMENT between DOCKS and RIVER of the TONNAGE of LONDON.

N.B.—This Appendix does not enter into the calculations, but it is appended for purposes of information, in case of need.

(*Handed in by Sir Marcus Samuel on the Twenty-second day. See Question 7927.*)

		To Docks.	To River.
With Cargo:	Tons.	Tons.	Tons.
Foreign and Colonial	9,244,593	5,863,920	3,380,673
Coastwise	5,438,378	905,053	4,533,325
To Docks		6,768,973	7,913,998
To River		7,913,998	
	14,682,971	14,682,971	

Note.—The above apportionment has been made by deducting from the Blue Book tonnage the total of the tonnage to the Docks as furnished by the Dock Companies, the balance being regarded as tonnage to the river. In the following apportionment the percentage basis established above is adopted for tonnage arriving in ballast, the Dock figures available making no distinction between tonnage arriving in ballast and tonnage entering Dock in ballast after discharging in river or another dock.

		To Docks.	To River.
	Tons.	Tons.	Tons.
With Cargo, as stated	14,682,971		
In Ballast:			
Foreign and Colonial	193,357	122,648	70,709
Coastwise	511,900	85,190	426,710
To Docks		207,838	497,419
To River		497,419	
	705,257	705,257	
TOTAL	15,388,228	as per Blue Book.	

Appendix.
22nd Day, No. 13.

13.—TABLE showing CALCULATION of CHARGES according to the LIVERPOOL TARIFF on FOREIGN and COLONIAL IMPORTS to the PORT OF LIVERPOOL for the year 1899.

(Handed in by Sir Marcus Samuel on the Twenty-second day. See Question 7927.)

PRINCIPAL ARTICLES.		Liverpool.	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
			Charge.	Tables page	Yield.	Remarks.	Ref. No.
Animals, Living:			*s. d.*		£.		
Oxen, Bulls, Cows, and Calves.	Number	248,058	0 5 each	30	5,168		
Sheep and Lambs	„	274,376	1 6 per score	31	1,029		
Horses	„	10,636	0 10 each	30	443		
Bacon	Cwts.	2,836,703	2 0 per ton	49	14,184		
Beef, fresh	„	2,338,541	2 2 „	49	12,667		
Bristles	Lbs.	4,409	0 4 per cwt.	54	1		
Butter	Cwts.	161,945	2 6 per ton	49	1,012		
Margarine	„	4,389	2 6 „	49	27		
Caoutchouc	„	336,340	0 3 per cwt.	40	4,204		
„ Manufactures of	Lbs.	533,300	0 3½ „	40	69		
Cheese	Cwts.	556,979	1 6 per ton	49	2,089		
Chemical Manufactures and Products, unenumerated.	Value £.	—	various				
China and Earthenware	Cwts.	7,956	2 0 per ton	34	40	Average rate.	
Clocks, and parts thereof	Value £.	—	5 0 „	31			
Cocoa	Lbs.	9,993,140	2 3 „	31	502		
Cocoa, Prepared or Chocolate of all kinds.	„	21,528	0 3 per cwt.	32	2		
Coffee, raw	Cwts.	97,502	2 3 per ton	32	548		
Copper:							
Ore of	Tons	33,324	0 6 „	32	833		
Regulus and Precipitate	„	18,624	1 3 „	32	1,164	Average rate.	
Unwrought	„	18,353	2 4 „	32	2,141		
Manufactures of	Value £.	—	2 4 „	32	365		
Cordage	„	—	2 0 „	30	100	Say equal to 1,000 tons.	
Cork, Manufactured	Lbs.	2,289,300	2 0 „	32	102		
Corn:							
Wheat	Cwts.	22,489,438	1 0 „	33	56,224		
Barley	„	1,428,270	1 0 „	32	3,571		
Oats	„	577,960	1 0 „	32	1,445		
Rye	„	94,900	1 0 „	32	237		
Peas	„	504,428	1 0 „	32	1,261		
Beans	„	509,520	1 0 „	32	1,274		
Maize, or Indian Corn	„	17,679,000	1 0 „	32	44,198		
Wheatmeal or Flour	„	5,225,850	2 0 „	33	26,129		
Oatmeal and Groats	„	259,240	say 1*s.* 6*d.* „	33	972	Average rate.	
Maize, or Indian Corn Meal	„	305,374	2 0 „	33	1,527		
Cotton, raw	„	11 855,495	2 0 „	33	59,277		
Carried forward							

13.—TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued.*

PRINCIPAL ARTICLES.		Liverpool.	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				Ref. No.
			Charge.	Tables page	Yield.	Remarks.	
			s. d.		£.		
Brought forward - - -		—	—	—			
Cotton, Manufactures of all kinds.	Value £.	—	Various.	33	–		
Currants - - - - -	Cwts.	532,938	2 8 per ton.	37	3,553		
Drugs, Opium - - - -	Lbs.	115,504	0 3 per cwt.	47	13		
„ of all other kinds -	Value £.	—	0 3 „	34			
Dye Stuffs :							
Cutch and Gambier - -	Tons	7,200	1 6 per ton.	33	540		
Dyes obtained from Coal Tar	Value £.	—	0 5 per cwt.	34	–		
Extracts - - - - -	„	—	various.	35	–		
Indigo - - - - -	Cwts.	5,296	0 3 per cwt.	40	66		
Eggs - - - - -	Gt. Hunds.	606,785	0 3 „	34	1,264	Equal to 101,131 cwts.	
Embroidery and Needlework -	Value £.	—	0 6 per pkge.	42	–		
Farinaceous Substances, unenumerated.	„	—	various.	35	–		
Feathers Ornamental - -	Lbs.	8,362	2 0 per cwt.	35	7		
Fish, of all kinds - - -	Cwts.	527,728	3 0 per ton.	35, 36	3,958	Assumed average rate.	
Flax - - - - - -	Tons	400	2 0 „	36	40		
Flowers, Artificial - - -	Value £.	—	0 6 per pkge.	36	–		
Fruit :							
Almonds - - - - -	Cwts.	25,082	4 0 per ton.	36	251	Average rate.	
Apples, Raw - - -	Bushels	1,575,090	0 2 per pkge.	37	3,333	Say 400,000 pkgs.	
Grapes, Raw - - -	„	386,205	0 1½ „	37	1,250	Say 200,000 „	
Lemons - - - - -	„	693,534	0 1½ „	38	1,438	Say 230,000 „	
Nuts, used as Fruit - -	Value £.	—	various.	37, 38	–		
Oranges - - - - -	Bushels	3,025,530	0 1½ per pkge.	38	6,300	Say 100,800 „	
Plums, Raw - - -	„	6,217	0 1½ „	38	38	Say 6,000 „	
Raw, of all other kinds -	„	507,664	0 1½ „	38	1,563	Say 250,000 „	
Dried, unenumerated - -	Cwts.	7,731	2 8 per ton.	38	52	Assumed rate.	
Preserved without Sugar (not dried).	Lbs.	34,826,405	3 0 „	38	2,332		
Fruits and Vegetables, preserved in Sugar.	Cwts.	2,939	3 0 „	38	22		
Glass Manufactures, Bottles -	Gross	105,461	0 6 „	29	35	Say 1,400 tons.	
„ „ of all other kinds.	Cwts.	71,624	2 0 „	39	358	Average rate.	
Gum, Kowrie - - - -	,	—					
„ Lac - - - - -	„	5,624	3 0 „	39	42		
„ of all other kinds - -	„	20,078	3 0 „	39	151		
Gutta Percha - - - -	„	1,379	0 3 per cwt.	40	17		
Hams - - - - - -	„	1,355,374	2 0 per ton.	49	6,777		
Hay - - - - - -	Tons	33,879	0 8 „	40	1,129		
Hemp - - - - - -	„	19,450	2 0 „	40	1,945		
Carried forward - - -				£			

Appendix.

22nd Day, No. 13—continued.

13.—TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued.*

PRINCIPAL ARTICLES.	Liverpool.	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				Ref. No.
		Charge.	Tables page	Yield.	Remarks.	
		s. d.		£.		
Brought forward - - -	—	—	—			
Hides Raw - - - - - Cwts.	297,230	0 2½ per cwt.	40	3,096	Average rate.	
Hops - - - - - - „	22,809	0 3½ „	40	333		
Ice - - - - - - - Tons	20,212	0 3 per ton.	40	253		
Iron:						
Ore of - - - - - - „	46,044	0 3 „	41	576		
Pig and Puddled - - - „	56,317	0 7½ „	41	1,760		
Bar - - - - - - „	2,552	1 0 „	41	128		
Steel, Unwrought - - „	23,178	0 7½ „	41	724		
Manufactures of all kinds - Value £.	—	various.	41			
Ivory:						
Teeth, Elephants', &c. - Cwts.	1,391	0 6 per cwt.	42	35		
Jute - - - - - - Tons.	1,262	1 6 per ton.	42	95		
„ Manufactures of - - Value £.	—					
Lace, of all kinds - - - „	—	0 6 per pkge.	42			
Lard - - - - - - Cwts.	934,196	2 0 per ton.	49	4,671		
Lead, Pig and Sheet - - Tons.	24,949	1 6 „	43	1,871	Assumed rate.	
Leather - - - - - - Cwts.	368,873	0 3 per cwt.	43	4,611		
Leather Manufactures:						
Boots and Shoes - - Doz. Pairs	27,954	0 3 „	43	88	Say 7,000 cwts.	
Gloves - - - - - - „	188	0 6 per pkge.	39	Nil.		
Unenumerated - - - Value £.	—	0 3 per cwt.	43			
Linen, Yarn - - - - - Lbs.	285,798	2 0 per ton.	59	13		
„ Manufactures - - Value £.	—	various.	43			
Manganese, Ore of - - - Tons	44,994	0 6 per ton.	43	1,125		
Manures:						
Bones for Manure - - „	16,494	0 9 „	29	619		
Nitrate of Soda - - - „	27,259	1 0 „	52	1,363		
Phosphate of Lime and Rock „	92,009	0 5 „	48	1,917		
Matches - - - - - Gross boxes	165.605	0 6 per pkt.	44	83	Say 67,754 pkgs.	
Meat, Unenumerated, Salted or Fresh. Cwts.	120,266	2 2 per ton.	49	651		
„ Preserved, not salted - „	118,799	3 0 „	49	891		
Metal, Unenumerated, Wrought Tons	253	2 0 „		25	Average rate.	
Milk, Condensed - - - - Cwts.	56,569	2 6 „	44	354		
Musical Instruments - - Value £.	—	various.	40			
Mutton, Fresh - - - Cwts.	848,273	2 2 per ton.	49	4,595		
Nuts, used for expressing Oil therefrom. Tons	45,596	1 4 „	45	3,040		
Oil:						
Fish, Train or Blubber - Tuns	1,920	2 2 per tun.	46	208	Assumed average rate.	
Coco-nut - - - - - Cwts.	150,026	2 9 per ton.	46	1,052		
Carried forward -						

13.—TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued.*

PRINCIPAL ARTICLES.		Liverpool.	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
			Charge.	Tables page	Yield.	Remarks.	Ref. No.
Brought forward		—	*s. d.* —	—	£.		
Oil—*continued.*							
Olive	Tuns	2,671	2 9 per tun	46	367		
Palm	Cwts.	908,580	2 2 per ton	46	4,921		
Seed	Tons	14,869	2 9 „	46	2,044		
Turpentine	Cwts.	76,928	1 11 „	55	369	Average rate.	
Oil-seed Cake	Tons	134,862	1 0 „	30	6,743		
Onions, Raw	Bushels	2,242,557	0 1½ per pkge.	56	4,687	Say 750,000 pkgs.	
Ore, Unenumerated	Tons	2,500	1 0 per ton	32	125	Average rate.	
Painters' Colours	Value £.	—	2 0 „	47			
Paper, including Strawboards, &c.	Cwts.	245,945	1 6 per ton	47	922		
Paper-making Materials	Tons	45,449	0 10 „	33, 47, 49	1,894		
Paraffine	Cwts.	224,036	1 4 „	47	747		
Petroleum :							
Illuminating	Gallons	23,001,713	1 4 „	47	5,648		
Lubricating	„	9,489,133	1 4 „	47	2,330		
Plants	Value £.	—	3 4 „	48			
Plumbago	Tons	1,182	2 0 „	43	118		
Pork, salted	Cwts.	130,051	0 3½ per pkge.	49	758	Say 52,000 pkgs.	
„ Fresh	„	258,091	2 2 per ton	49	1,398	[Average rate.	
Potatoes	„	173,839	0 6 „	56	217		
Poultry and Game, alive or dead.	Value £.	—	various	48			
Prints	„	—	0 8 per pkge.	48			
Pyrites of Iron or Copper	Tons	204,243	0 4 per ton	49	3,404		
Quicksilver	Lbs.	6,000	0 2 per pkge.	49			
Rabbits (dead)	Cwts.	97	2 2 per ton	49	Nil		
Raisins	„	249,460	2 8 „	37	1,663		
Rice	„	2,577,339	1 0 „	50	6,443		
Rosin	„	577,811	1 0 „	50	1,445		
Seeds :							
Clover and Grass	„	33,475	2 8 „	51	223		
Cotton	Tons	40,910	1 1	51	2,216		
Flax or Linseed	Qrs.	197,552	1 6 „	51	2,752		
Rape	„	266	1 6 „	51	4		
Of all other kinds	Value £.	—	various.	51			
Shells	„	—	„	45 & 54			
Silk :							
Knubs or Husks, and Waste	Cwts.	7,784	3 0 per ton	52	58		
Raw	Lbs.	4,870	0 8 per 100 lbs.	52	2		
Carried forward					£.		

Appendix.

22nd Day, No. 13—continued.

13.—TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued.*

PRINCIPAL ARTICLES.	Liverpool.	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
		Charge.	Tables page	Yield.	Remarks.	Ref No.
Brought forward - - -	—	*s. d.* —	—	£.		
Silk—*continued.*						
Thrown and Spun Silk Yarn Lbs.						
Manufactures, of all kinds Value £.	—	0 6 per pkge.	52			
Silver, Ore of - - - Value £.	—	2 0 per ton.	52			
Skins:						
Goat, Undressed - - - Number	2,487,429	0 2 per cwt.	52	555	Say 66,627 cwts	
Sheep, Undressed - - „	2,282,231	0 1½ „	52	1,273	„ 203,769 „	
Furs, of all sorts - - „	2,821,974	0 2 „	52	630	„ 75,588 „ average rate.	
Manufactures of Skins and Furs. Value £.	—					
Slates - - - - - Number	1,549,240	0 6 per ton.	52	35	Say 1,383 tons.	
Spices, Pepper - - Lbs.	558,786	say 3*s.* 6*d.* „	47	44	Average rate.	
Spirits:						
Brandy - - - - Prf. Galls.	421,412	1 5 per 100 galls.	52	299		
Rum - - - - - - „	1,252,344	1 4 „	53	835		
Geneva - - - - - „	54,912	1 4 „	53	37		
Other sorts, Unsweetened - „	60,143	1 4 „	53	40		
Stones, Rough or Hewn - Tons	13,598	0 2¼ per ton.	53	127		
Straw Platting for making Hats or Bonnets. Lbs.	84	1 6 „	53	say Nil.	Assumed rate.	
Sugar:						
Refined - - - - - Cwts.	627,318	3 0 „	53	4,705		
Unrefined - - - - - „	4,993,621	2 0 „	53	24,968		
Molasses - - - - - „	555,827	1 4 „	45	1,853		
Glucose - - - - - „	382,596	2 1 „	39	1,993		
Tallow and Stearine - - „	598,643	2 2½ „	53 & 54	3,305	Average rate.	
Tea - - - - - - Lbs.	116,774	2 0 „	55	5		
Tin in Ingots, Bars, or Slabs - Cwts.	27,547	2 0 „	55	138	Assumed average rate.	
Tobacco:						
Unmanufactured - - Lbs.	71,541,197	2 0 „	55	3,194		
Manufactured - - - „	2,766,685	2 0 „	55	124		
Toys - - - - - Value £.	—	2 6 „	55			
Vegetables, Raw, Unenumerated „	—	various	56			
Watches, and parts thereof - „	—	0 8 per pkge.	42			
Wine - - - - - - Gallons	2,800,626	1 5 100 galls. bulk. / 0 1⅝ per doz. botts.	52	3,997		
Wood:						
Hewn of all sorts - - Loads	176,053	1 0 per load.	57	8,803		
Sawn of all sorts - - „	591,575	1 0 „	57	29,579		
Staves - - - - - - „	30,218	0 6 „	58	755		
Carried forward - - -						

13.—TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued.*

PRINCIPAL ARTICLES.	Liverpool.	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board. Charge.	Tables page	Yield.	Remarks.	Ref. No.
		s d.		£.		
Brought forward - - -	—	—	—			
Wood—*continued.*						
Furniture Woods, of all kinds. Loads.	82,951	1 3 per load.	59	5,184	Average rate.	
House Frames and Joiners' Work. Value £.	—	2 0 per ton.	59		„ „	
Wool:						
Goats' Wool or Hair: Mohair Lbs.	12,101,402	3 0 „	59	810		
Sheep or Lambs' - - - „	77,694,198	3 0 „	59	5,203		
Woollen:						
Yarn of all kinds - - „	29,190	0 2 per cwt.	59	2		
Rags, not for Manure - - Tons.	1,616	0 10 per ton	49	67		
Manufactures of all kinds (including Manufactures of Goats' Wool). Value £.	—	various	59			
Yeast - - - - - - Cwts.	255	0 4 per pkge.	54			
Zinc:						
Crude - - - - - - Tons.	10,826	1 0 per ton	60	541		
Manufactures of - - - Cwts.	26,714	1 0 „	60	67		
Parcel Post (Goods Free of Duty). No. of Parcels.	25,750			Nil.		
All other Articles - - - Value £.	3,505,204					
				£464,122		
Rates and dues on Cargo, as to which no particulars of weights, &c., has been obtained - - - - - -	—	—	—	say 20,000	See note to Appendix I.	
				£484,122		

Note.—The above sum is calculated at the full Dock and Town Dues ruling at Liverpool. There are, however, certain reductions and exemptions on cargoes discharged at Birkenhead which would reduce the above total, but particulars have not been obtained.

Appendix.
2nd Day, No. 14.

14.—Table showing Calculation of Charges according to the Liverpool Tariff on Foreign and Colonial Exports from the Port of Liverpool for the year 1899.

(Handed in by Sir Marcus Samuel on the Twenty-second day. See Question 7927.)

Principal Articles.		Liverpool.	Dock Rates and Town Dues. Calculated on basis of Tables of Mersey Docks and Harbour Board.				Ref. No.
			Charge.	Tables page	Yield.	Remarks.	
			s. d.		£.		
Bacon and Hams	Cwts.	87,523	1 0 per ton.	49	219		
Butter	,,	6,377	1 3 ,,	49	20		
,, Margarine	,,	1,011	1 3 ,,	49	3		
Caoutchouc	,,	204,285	0 1 per cwt.	40	851		
Cheese	,,	17,131	0 8 per ton.	49	29		
Chemical Manufactures	Value £	—	various				
China or Porcelain and Earthenware.	Cwts.	2,174	1 0 per ton.	34	5		
Cocoa	Lbs.	245,976	1 1½ ,,	31	6		
Coffee	Cwts.	8,843	1 1½ ,,	32	25		
Corn, Wheat	,,	173,934	0 5½ ,,	33	199		
,, Maize or Indian Corn	,,	719,470	0 4½ ,,	32	675		
,, Wheatmeal and Flour	,,	184,787	0 10 ,,	33	385		
Cotton, Raw	,,	1,646,763	1 4 ,,	33	5,489		
,, Waste of (Raw and Yarn).	Lbs.	6,839,595	0 6 ,,	33	76		
,, Manufactures	Value £	—	various	33			
Drugs:							
Bark, Peruvian	Cwts.	52	0 1½ per cwt.	28	Nil		
Opium	Lbs.	26,613	0 1½ ,,	47	1		
Not otherwise enumerated	Value £	—	various				
Dyes and Dyeing Stuffs:							
Cochineal	Cwts.	258	0 3 per cwt.	31	3		
Cutch and Gambier	Tons	882	0 8 per ton.	33	29		
Indigo	Cwts.	4,803	0 1½ per cwt.	40	30		
Farinaceous substances and Manufactures thereof (including Sago).	Value £	—	various				
Feathers, Ornamental	Lbs.	81,035	1 0 per cwt.	35	36		
Fish, Cured or Salted	Cwts.	118,603	0 8 per ton.	35	198		
Flax, Dressed and Undressed, and Tow.	Tons	432	1 0 ,,	36	22		
Fruit:							
Almonds	Cwts.	12,864	2 0 ,,	36	64	Average rate.	
Currants	,,	3,800	1 4 ,,	37	13		
Oranges	Bushels	164,040	0 0¾ per pkge.	38	172	Say 55,000 pkgs.	
Raisins	Cwts.	1,539	1 4 per ton.	37	5		
Dried, not otherwise enumerated.	,,	880	1 4 ,,	37	3		
Preserved without Sugar, other than Dried.	Lbs.	2,783,226	1 6 ,,	38	93		
Carried forward		—	—	—			

Appendix. No. 14—continued.

14.—TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued.*

PRINCIPAL ARTICLES.		Liverpool.	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
			Charge.	Tables page	Yield.	Remarks	Ref. No.
Brought forward - - -		—	*s. d.* —	—	£.		
Guano - - - - - -	Tons	50	0 4½ per ton.	39	1		
Gum, of all Sorts - - -	Cwts.	8,988	1 6 „	39	34		
Hemp, Dressed and Undressed, and Tow.	Tons	5,458	1 0 „	40	273		
Hides, Raw - - - - -	Cwts.	29,014	0 1½ per cwt.	40	151	Average rate.	
Ivory, Teeth, Elephants' -	„	427	0 3 „	42	5		
Jute - - - - - -	Tons	2,910	0 9 per ton.	42	109		
„ Manufactures of - -	Value £	—					
Lace - - - - - -	„	—	0 3 per pkge.	42			
Lard - - - - - -	Cwts.	27,343	1 0 per ton.	49	68		
Leather - - - - - -	„	16,961	0 1½ per cwt.	43	106		
„ Manufactures, of all kinds.	Value £	—	0 4 per pkge.	43			
Meat, Preserved, otherwise than by Salting.	Cwts.	15,647	2 0 per ton.	49	78		
Metals:							
Copper, Unwrought, part Wrought, and Old Copper.	Tons	5,345	1 2 „	32	312	Assumed rate.	
Iron Bar, Angle, Bolt and Rod.	„	1,379	0 8 „	41	46		
„ Manufactures, Machinery	Value £	—	various	41 & 43			
„ „ unenumerated	Cwts	74,743	0 9 per ton.	41	140	Average rate.	
Tin, in Blocks, Ingots, Bars, or Slabs.	„	3,551	0 9 „	55	7	„ „	
Milk, Condensed - - -	„	18,357	1 3 „	44	57		
Nuts, for expressing Oil therefrom.	Tons	19,022	0 8 „	45	634		
Oil:							
Coco-nut - - - -	Cwts.	5,038	1 2 „	46	15		
Olive - - - - - -	Tuns	664	1 2 per tun.	46	39		
Palm - - - - - -	Cwts.	599,366	0 11 per ton.	46	1,374		
Paper-making Materials -	Tons	2,459	0 5 „	49	51		
Quicksilver - - - - -	Lbs.	245,641	0 1 per pkge.	49			
Rice - - - - - -	Cwts.	1,631,425	0 6 per ton.	50	2,039		
Seeds:							
Flax or Linseed - - -	Qrs.	1,689	0 8 „	51	10		
Rape - - - - - -	„	—	0 8 „	51			
Unenumerated, for expressing Oil therefrom.	„	4,092	0 8 „	51	25		
Shells - - - - - -	Value £	—	various.	45 & 54			
Silk:							
Raw - - - - - -	Lbs.	25,862	0 4 per 100 lbs.	52	4		
Thrown - - - - -	„	6,957	0 4 „	52	1		
Manufactures - - -	Value £	—	0 3 per pkge.	52			
Carried forward - - -		—	—	—			

Appendix. 22nd Day No. 14 continued.

4.—TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued.*

PRINCIPAL ARTICLES.	Liverpool.	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
		Charge.	Tables page	Yield.	REMARKS	Ref. No.
Brought forward - - -	—	s. d. —	—	£.		
Skins &c.						
Goat, Undressed - - - Number	2,565,679	0 1 per cwt.	52	286		
Sheep, Undressed - - „	895,555	0 1 „	52	333		
All other Sorts - - - - „	407,519	0 1½ „	52	68	Average rate.	
Spices:						
Cinnamon - - - - - Lbs.	72,111	0 1½ „	31	4		
Pepper - - - - - „	761,761	1 4 per ton	47	23		
Not otherwise enumerated - „	1,296,020	1½ per cwt.	31 & 45	72		
Spirits:						
Brandy - - - Pf. Galls.	4,622	0 8 100 galls. bulk 0 0⅞ per doz. qts.	52	7		
Rum - - - - - - „	31,912	0 8 100 galls. bulk 0 0⅞ per doz. qts.	53	43		
Geneva - - - - - „	1,178	0 8 100 galls. bulk 0 0⅞ per doz. qts.	53	1		
Other Unsweetened Spirits „	1,864	8 per 100 galls.	53	1		
Mixed, in Bond - - - „	115,757	0 8 „	53	39		
Straw Platting, for making Hats or Bonnets. Lbs.	208 522	0 9 per ton		3	Assumed rate.	
Sugar:						
Refined and Candy - - Cwts.	33,727	1 2 „	53	98		
Unrefined - - - - - „	151,270	0 11 „	53	347		
Molasses - - - - - „	3,851	0 8 „	45	6		
Tallow and Stearine - - „	67,740	1 1 „	54	183		
Tea - - - - - - Lbs.	401,873	1 0 „	55	9		
Tobacco:						
Unmanufactured - - „	4,400,442	1 0 „	55	98		
Foreign Manufactured of all Kinds. „	135,266	1 0 „	55	3		
Wine - - - - - - Gallons.	38,573	0 8 per 100 galls. 0 0⅞ per doz. qts.	52	51		
Wool, Sheep or Lambs' - Lbs.	28,935,732	1 4 per ton	59	861		
Woollen Manufactures - - Value £	—	various	59			
All other Articles - - - „	—					
Rates and dues on Cargo above, as to which no weights, &c., have been obtained estimated at	—,	—	—·	2,700	See note to Appendix I.	
			£.	19,466		

15.—TABLE showing CALCULATION of CHARGES according to the LIVERPOOL TARIFF on EXPORTS of HOME MANUFACTURES from the PORT of LIVERPOOL for the Year 1893.

(*Handed in by Sir Marcus Samuel on the Twenty-second day. See Question 7927.*)

PRINCIPAL ARTICLES.		Liverpool.	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
			Charge.	Tables page	Yield.	Remarks.	Ref. No.
			s. d.		£		
Alkali	Cwts.	3,197,200	0 6 per ton	27	3,997		
Animals, Living:							
Horses	Number	339	0 5 each	30	7		
Sheep and Lambs	„	4,178	0 9 per score	31	8		
Apparel	Value £.	—	various	—	—		
Arms and Ammunition:							
Gunpowder	Lbs.	2,719,700	0 2 per 100lbs.	39	227		
Firearms (small)	Number	61,136	0 3 per pkge.	28	76	Say 6,114 pkges.	
Of all other sorts	Value £.	—	various	—	—		
Bags and Sacks, Empty for Packing Merchandise	Dozs.	667,400	„	28	—		
Beer and Ale	Barrels	109,499	0 6 per 100 galls.	27	985		
Biscuit and Bread	Cwts.	51,938	2 0 per ton.	29, 49	260	Average rate.	
Bleaching Materials	„	1,049,800	0 6 „	29	1,312		
Books, Printed	„	30,986	0 4 per pkge.	29	258		
Butter	„	6,539	1 3 per ton	49	20		
Candles	Lbs.	11,253,900	2 0 „	30	502		
Caoutchouc, Manufactures of	Value £.	—	0 1½ per cwt.	40	—		
Carriages, &c.:							
Railway Carriages for Passengers.	„	—	1 0 per ton	30	—		
Railway Waggons, Trucks, &c.	„	—	1 0 „	57	—		
Cycles, and parts thereof	„	—	0 3 per pkge.	29	—		
Other Sorts (including Carts).	„	—	various	30, 54	—		
Cement for Building and Engineering purposes.	Tons	13,750	0 4½ per ton	29, 31, 54	258	Average rate.	
Chemical Products and Preparations (including Dye Stuffs and Sulphate of Copper).	Value £.	—	various	—	—		
Clay, Unmanufactured	Tons	93,676	0 2 per ton	53	781	Average rate.	
Coals, Coke, Cinders, and Patent Fuel.	„	445,180	0 1½ „	31	2,782		
Coal, Products of	Value £.	—	various	—	—		
Cocoa or Chocolate Manufactured in the United Kingdom.	Lbs.	444,400	1 1½ per ton.	31	11		
Cordage and Twine	Cwts.	94,105	1 0 „	30	235		
Corn, Grain, Meal, and Flour	Value £.	—	various.	33	—		
Carried forward		—	—	—			

Appendix.

22nd Day, No. 15—continued.

15.—TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued.*

PRINCIPAL ARTICLES.		Liverpool.	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
			Charge.	Tables page	Yield.	Remarks.	Ref. No.
Brought forward - - -		—	*s. d.* —	—	£. —		
Cotton Yarn - - -	Lbs.	72,738,400	0 1 per cwt.	59	2,706		
Cotton Manufactures:							
Piece Goods - - -	Yards	3,640,632,700	various	33	—		
Of all other Sorts - -	Value £	—	„	33	—		
Cutlery - - - - - -	„	—	1 6 per ton	40	—		
Earthen and Chinaware of all Sorts.	„	—	various	34	—		
Electric Lighting Apparatus (except Steam Engines).	„	—	„	30, 40	—		
Fish, Fresh and Cured:							
Herrings - - - - -	Barrels	63,206	0 1 per barrel	36	263		
Of all other Sorts - -	Value £	—	various	36	—		
Flax and Hemp, Dressed and Undressed.	Cwts.	11,266	1 0 per ton	36, 40	28		
Furniture (Household) Cabinet and Upholstery Wares.	Value £	—	1 0 „	38	—		
Glass, of all Sorts - - -	„	—	various	29 & 39	—		
Grease - - - - - -	Cwts.	231,352	0 5½ per ton	39	265		
Haberdashery and Millinery -	Value £	—	0 3 per pkge.	39	—		
Hardwares, unenumerated -	Cwts.	83,176	1 6 per ton	40	312		
Hats, of all Sorts - - -	Dozens	185,666	0 3 per pkge.	40	375		
Hides, Raw - - - - -	Cwts.	122,565	0 1¼ per cwt.	40	638	Average rate.	
Implements and Tools, of all Sorts.	Value £	—	1 6 per ton.	40	—		
Instruments and Apparatus, Surgical, Anatomical, and Scientific.	„	—	0 3 per pkge.	40	—		
Jute Yarn - - - - -	Lbs.	7,061,900	1 0 per ton	59	158		
Piece Goods - - -	Yards	31,827,500	various				
Leather:							
Unwrought - - -	Cwts.	17,698	0 1½ per cwt.	43	111		
Wrought, Boots and Shoes	Doz. Pairs	52,008	0 1½ „	29	81		
„ unenumerated -	Value £	—	0 4 per pkge.	43	—		
Linen Yarn - - - - -	Lbs.	4,239,000	1 0 per ton	59	95		
Linen Manufactures:							
Piece Goods - - -	Yards	102,030,000	various	43	—		
Thread, and unenumerated -	Value £	—	0 3 per pkge.	55	—		
Machinery and Mill Work, of all Sorts.	„	—	1 0 per ton	43	—		
Manure (including Sulphate of Ammonia and other Chemical Manures).	Tons	118,493	0 4½ per ton	27, 29, 43	2,222		
Medicines, comprising Drugs and Medicinal Preparations.	Value £	—	various	44	—		
Carried forward - - -		—	—	—	—		

Appendix No. 15—continued.

15.—TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued.*

PRINCIPAL ARTICLES.		Liverpool.	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				Ref. No
			Charge.	Tables page	Yield.	Remarks.	
Brought forward -		—	*s. d.* —	—	£. —		
Metals:							
Iron—Pig, Puddled, Bar, Angle, and Wire.	Tons	194,179	0 6¾ per ton	41	5,461	Average rate.	
„ Railroad, of all Sorts -	„	166,702	0 7 „	41	4,724	„ „	
„ Steels, Unwrought -	„	44,847	0 6 „	41	1,121		
„ Of all other Sorts (including Manufactures of Steel).	„	376,344	1 0 „	41	18,817		
Brass, and Manufactures of, not being Ordnance.	Cwts.	32,838	1 2 „	29	96		
Copper, Unwrought - -	„	163,427	1 2 „	32	477		
„ Wrought or Manufactured, and Yellow Metal.	„	108,639	1 2 „	32, 60	317		
Lead, of all Sorts - -	Tons	1,959	1 0 „	42, 43	98		
Tin, Unwrought - -	Cwts.	33,390	1 0 „	55	83		
Zinc, Wrought and Unwrought.	„	20,577	0 6 „	60	26		
Unenumerated - - -	Value £	—	various	27, 28, 52, 60	—		
Milk, Condensed - - -	Cwts.	28,183	1 3 per ton.	44	88		
Musical Instruments - -	Value £	—	various	40	—		
Oil and Floor Cloth - -	Yards	5,436,700	1 0 per ton	36	—		
„ Seed - - -	Tons	6,821	1 2 „	46	398		
„ other Sorts - - -	Value £	—	various	46	—		
Painters' Colours and Materials.	Value £	—	1 0 per ton	47	—		
Paper of all sorts - - -	Cwts.	134,889	1 6 „	47	506	Assumed rate.	
Perfumery (including Spirits, Perfumed in Bond.)	Value £	—	0 3 per pkge.	47	—		
Pickles, Vinegar, Sauces, &c.	„	—	various	46, 48, 56	—		
Pictures - - - - -	Number	592	0 4 per pkge.	48	10		
Plate and Plated Ware - -	Value £	—	0 4 „	48	—		
Prints, Engravings, &c. - -	„	—	0 4 „	48	—		
Provisions (including Meat) -	„	—	various	49	—		
Rags and other Materials for making Paper.	Tons	17,510	0 5 per ton	49	365		
Saddlery and Harness - -	Value £	—	0 4 per pkge.	43	—		
Salt, Rock and White - -	Tons	451,058	0 3 per ton	50	5,638		
Seeds, of all Sorts - - -	Cwts.	66,308	1 1¼ „	51	183	Average rate.	
Ships and Boats (New), with their Machinery.	Gross Tonnage	2,270	—	—	—		
Silk, Thrown, Twist, and Yarn	Lbs.	1,001,100	0 4 per 100 lbs.	52	167		
„ Manufactures of all Sorts (including Mixed).	Value £	—	0 3 per pkge.	52	—		
Skins and Furs, of all Sorts -	„	—	various	52	—		
Soap - - - - - -	Cwts.	799,000	0 10 per ton 2 6 „	52	500		
Carried forward - - -			—	—			

Appendix — 22nd Day, No. 15—continued.

15. TABLE showing Calculation of Charges according to the Liverpool Tariff, &c.—*continued.*

PRINCIPAL ARTICLES.		Liverpool.	DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
			Charge.	Tables page	Yield.	Remarks.	Ref. No
			s. d.		£.		
Brought forward	- -	—	—	—	—		
Spirits, British and Irish	- Pf. Gls.	437,809	0 8 per 100 galls. 0 0⅛ „ doz. qts.	53	581		
Stationery, other than Paper	- Value £	—	9 3 per pkge.	53	—		
Stones and Slates	- - -	—	various	52, 53	—		
Sugar, Refined and Candy	- Cwts.	339,310	1 2 per ton	53	990	Assumed rate.	
„ Molasses	- - - „	154,361	0 8 „	45	257		
Telegraphic Wires and Apparatus.	Value £	—	1 2 „	31, 32	—		
Tobacco and Snuff	- - - Lbs.	1,819,070	1 0 „	55	41		
Umbrellas and Parasols	- Value £	—	0 3 per pkge.	56	—		
Wood, Manufactures of	- - „	—	various	57–59	—		
Wool, Sheep and Lambs'	- Lbs.	9,706,100	1 4 per ton	59	289		
„ Flocks and Rag Wool	„	857,700	1 4 „	59	26		
„ Noils	- - - - „	222,900	1 4 „	59	7		
„ Waste	- - - - „	463,300	1 4 „	59	14		
„ Combed or Carded, and Tops.	„	4,129,800	1 4 „	59	123		
Woollen and Worsted Yarn	- „	1,734,600	0 1 per cwt.	59	65		
Yarn, Alpaca and other Sorts	„	288,700	0 1 „	59	11		
Woollen and Worsted Manufactures :—							
Woollen Tissues	- - - Yards	15,706,800	various	55	—		
Worsted Coatings and Stuffs	,	45,751,100	„	59	—		
Damasks and Plushes	- „	79,200	„	59	—		
Flannels and Carpets	- - „	5,277,800	„	30, 59	—		
Blankets	- - - - Pairs	292,000	„	59	—		
Of all other Sorts	- - Value £	—	,	59	—		
Parcel post	- - - No. of Parcels	85,342	Nil	—	Nil		
All other Articles	- - - Value £	—	—	—	—		
					60,452		
Rates and Dues on Cargo above, as to which no weights, &c., have been obtained, estimated at.					42,500	See note to Appendix I.	
					102,952		

16.—TABLE showing CALCULATION of CHARGES according to the LIVERPOOL TARIFF on TRANSHIPMENT GOODS at the PORT OF LIVERPOOL for the Year 1899.

(*Handed in by Sir Marcus Samuel on the Twenty-second day. See Question 7827.*

ARTICLES.	Denomination of Quantity.	Liverpool.		DOCK RATES AND TOWN DUES. Calculated on basis of Tables of Mersey Docks and Harbour Board.				
		Quantity.	Value.	Charge.	Tables page	Yield.	Remarks.	Ref. No.
Articles separately enumerated:—								
Spirits:—			£.	*s. d.*		£.		
Rum	Galls.	227,865	23,741	0 8 per 100 galls.	53	76		
Brandy	„	380,665	188,473	0 8	52	127		
Geneva	„	52,110	11,770	0 8 „	53	17		
Of all other Sorts	„	71,816	62,010	0 8 „	53	24		
Tea	Lbs.	406,372	17,947	1 0 per ton	55	9		
Tobacco, Unmanufactured	„	7,126,271	299,766	1 0 „	55	159		
„ Manufactured and Cigars.	„	499,695	72,478	various	16, 55	14	Average rate.	
Wine	Galls.	1,017,384	338,891	„	52	844		
Other Articles, not separately enumerated.	Value.	—	2,650,661					
Total Value of all Articles Imported for Transhipment.	—	—	3,665,740			1,270		
Rates and dues on articles not separately enumerated as above, estimated at						1,900		
						3,170		

See note to Appendix I.

17.—RÉSUMÉ of APPENDICES 13, 14, 15 and 16, including reference to COASTWISE CARGO.

(*Handed in by Sir Marcus Samuel on the Twenty-second day. See Question 7927.*)

SUMMARY OF DOCK AND TOWN DUES ON CARGO IMPORTED TO AND EXPORTED FROM THE PORT OF LIVERPOOL.

	£.
Imports, Foreign and Colonial Goods, as above	484,122
Exports, „ „ „	19,466
„ Manufactures of the United Kingdom, as above	102,952
Transhipment Cargo, as above	3,170
	609,710
Add—Dock and Town Dues on cargo imported and exported coastwise, say	32,000
(NOTE.—As no official record is kept of the details of such cargo, the above estimate is based upon the total return of the Mersey Docks and Harbour Board for their financial year 1899.)	
	641,710

Appendix.

22nd Day.
No. 18.

18.--FORM of the BURMAH RICE CHARTER.

Handed in Sir by Marcus Samuel on the Twenty-second day. See Question 7929.)

Steamer 98.

Charter Party.

Mohr Brothers & Co., Limited,
12, Mark Lane, London, E.C.

Rangoon, Bassein, Akyab, and Moulmein.

Telegraphic Addresses:
"Mohrenkopf,"
Rangoon and London.

"Mohr."
Akyab, Bassein, and Moulmein.

London, 190 .

It is this day mutually agreed between of the Steamer called the classed under colours, whereof is Master, of the measurement of Tons register or thereabouts, now and Messrs. Mohr Brothers & Company, Limited, of London, Merchants.

Port of Call and Loading Ports.

1. That the said Steamer being tight, staunch and strong, and in every way fitted for the voyage, with Cargo for Owners' benefit, and having discharged the same, shall proceed in water ballast to Elephant Point or Diamond Island (at the option of the Master), for orders to load at Rangoon, or at Bassein (one port only), or so near thereunto as she may safely get (always afloat), such orders, if not awaiting the Steamer, are to be dispatched by Messrs. Mohr Brothers & Company, Limited, Rangoon, by telegram, within 24 hours after they have received written or telegraphic notice (within business hours, say 10 a.m. to 5 p.m., Saturdays 10 a.m. to 2 p.m.), from the Captain of the Steamer's arrival at one of the above said ports or places of call, but not before next, or lay days to count, and there, being tight, staunch and strong, and in every way continuing fitted for the voyage, shall load (always afloat) from the said Charterers or their Agents, at such customary Berth or Berths as they may direct (if moved more than once Charterers to pay the expenses of moving), a full and complete cargo, consisting of not exceeding tons net intake weight of Clean Rice—$\frac{\text{and}}{\text{or}}$ Cargo Rice $\frac{\text{and}}{\text{or}}$ Broken Rice, in bags as usual, which the said Charterers or their Agents bind themselves to ship, not exceeding what she can reasonably stow and carry over and above her Tackle, Apparel, Cabins, Provisions and Furniture.

Orders at Port Said.

2. And being so loaded shall therewith proceed with all possible speed to Port Said, via Suez Canal, under steam all the way (unless disabled), for orders (unless ordered direct on signing Bills of Lading), which if not waiting are to be dispatched within 12 hours after telegraphic notice of steamer's arrival has been received by Charterers in London (within business hours, say 10 a.m. to 5 p.m., Saturdays 10 a.m. to 2 p.m.), or lay days to count (detention not in any case to exceed four days), to discharge at a good and safe Port, as specified below, or so near thereunto as she may safely get, and deliver her cargo always afloat, in any safe Dock or Berth Charterers or their Agents may appoint, Freight thereon being payable on true delivery of the cargo, at and after the rate of :

Freight and Discharging Options

3. if at a port in the United Kingdom.
if at a port on the Continent between and Hamburg, both included (but excluding Rouen, Calais, Boulogne, Dieppe and Ghent).
if at
if at a port in the Adriatic or Mediterranean (Spain and Africa excluded).
per ton of 1,016 kilos, or 20 cwt.
if United Kingdom net delivered in full of all port charges and pilotage as customary, in cash without discount at the current rate of exchange on the final day of discharge for short Bank Bills on London, or if in the United Kingdom in cash without discount.

Falmouth Option.

5. Charterers to have the option to order the steamer from Port Said to Falmouth for orders, to discharge at any port not south of Havre, for which freight has been arranged in this Charter, paying in such case an extra freight of One Shilling and Three pence per ton. Such orders at Falmouth to be given within 24 hours after receipt by Charterers in London (within business hours, say 10 a.m to 5 p.m., Saturdays 10 a.m. to 2 p.m.) of advice of steamer's arrival at Falmouth, or lay days to count.

Negligence Clause.

10. The Act of God, perils of the Sea, fire, barratry of the Master and Crew, the Enemies, Pirates arrests and restraint of Princes, Rulers and People, Collisions, Stranding and other Accidents of Navigation excepted, even when occasioned by negligence, default or error in judgment of the Pilot, Master, Mariners, or other Servants of the Shipowners. Steamer not to be answerable for losses through explosions, bursting of boilers, breakage of shafts or any latent defect in the machinery or hull, not resulting from want of due diligence on the part of the Owners of the steamer or any of them, or by the steamer's Husband or Manager.

Bills of Lading.

11. The Captain to sign clean Bills of Lading for his cargo, also for portions of cargo shipped (if required to do so) at any rate of freight, without prejudice to this Charter, but not at lower than chartered rates, unless the difference is paid to him in cash before signing Bills of Lading.

Lay Days.

12. Charterers to be allowed lay days (Sundays and gazetted Holidays excepted) for loading the steamer at Port of Loading, and for waiting for orders at Port of Call in Burma—$\frac{\text{and}}{\text{or}}$—Port Said,—$\frac{\text{and}}{\text{or}}$—Falmouth. Lay days at Port of Loading to be weather working days, and to commence 24 hours after the steamer is dunnaged, matted, and at her loading berth and all hatches are ready for cargo, and of the Captain having given written notice (within business hours 10 a.m. to 5 p.m., Saturdays 10 a.m. to 2 p.m.) to that effect to Charterers or their Agents.

Discharge

13. The Steamer to be discharged as customary for Steamers at Port of Destination. If ordered to discharge at Genoa or Trieste, the discharge to be at the rate of not less than 350 tons a day, Sundays excepted.

Loading and Sailing.

14. The steamer is bound to load as fast as Charterers or their Agents may require, and if required to load also on Sundays and Holidays, counting same in such case as lay days, $\frac{\text{and}}{\text{or}}$—at night, Charterers or their Agents paying all extra expenses connected therewith. When loaded, the Captain to clear his Steamer, sign Bills of Lading, and sail with all possible dispatch.

15. Any time lost at Port of Loading through Riots, Strikes connected with the shipping or working of the cargo, or any other causes beyond the Charterers' control, not to be counted as lay days. Strikes, &c

16. Fifteen days' demurrage, over and above the stipulated laying days, are to be allowed to Charterers, to be paid for at the rate of four pence per ton net register per day (running), payable day by day. Demurrage.

17. All goods to be brought to and taken from alongside the Steamer at the expense and risk of the Charterers. Delivery.

18. The Captain to afford all facilities to Charterers or their Agents to survey the steamer at all times, and to allow free access to the holds during the loading and discharging for the purpose of inspecting the dunnage and ventilation, which must be attended to in the customary manner as directed by the Charterers or their Agents. No hooks to be used to receive, stow or deliver cargo, and no broken bags or loose rice to be stowed away. Charterers to provide the necessary planks and nails for the construction of ventilators. Dunnage and mats to be provided by the Captain at steamer's expense. Rush or soft mats must not be used. Water tanks, iron decks, beams, bulk heads and stringers to be fully dunnaged and matted, and every provision made for the escape of condensed steam from the cargo. Dunnage battens, permanent or otherwise, not to be considered sufficient if the spaces are so given as to allow any part of a bag or its adjoining mat to come in contact with the frames or plating. Cargo must on no account be loaded in Ballast compartments, bunkers (except cross and deck bunkers), forepeak, nor in cabins, unless with the written consent of Charterers or their Agents, but cargo may be loaded in the Coamings of the Hatchways above level of deck if ventilation is not impeded thereby. Steamer will in all cases be held responsible for damage to the cargo as the result of insufficient dunnage and mats. Steamer's decks to be caulked at port of loading, if necessary. The Captain to cause the steamer's hatches to be opened as often during the voyage as the weather will permit, and the cowls of the deck ventilators to be so kept that the foul air be exhausted from the hold, and not fresh air be driven into it, *i.e.*, the mouth of the ventilator to be kept with the wind and not against it. Captain to produce his Log Book whenever called upon to do so by Charterers or their Agents. Dunnage and Ventilation

19. The lay days at Port of Loading not to commence before next ensuing, unless Charterers wish to begin sooner, and if the steamer be not arrived at her loading berth at Port of Loading (Charterers undertaking to provide an available berth as soon as required), or although arrived be not in every way fitted for cargo (as per clause 1) $\frac{\text{and}}{\text{or}}$ ready for same (as per clause 12) on or before noon of the next ensuing, Charterers or their Agents to have the option of cancelling or maintaining this Charter, which they are to declare within 24 hours after the receipt (during business hours, say 10 a.m. to 5 p.m., Saturdays 10 a.m. to 2 p.m.) of the Captain's written notice of his steamer's arrival and readiness for cargo as above. Cancelling.

20. The steamer to be at liberty to call at any port or ports for coal $\frac{\text{and}}{\text{or}}$ any other necessary supplies $\frac{\text{and}}{\text{or}}$ repairs to sail without Pilots, to tow and assist vessels in distress, and to deviate for the purpose of saving life and property.

21. Orders for Loading Port to be given and received without prejudice to, and shall not be deemed any waiver of, the Charterers' right to cancel under clause 19. Orders without prejudice.

22. Charterers to have the option of underletting the whole or any part of the steamer. Underletting.

23. The necessary cash, if required by Captain, for steamer's disbursements to be advanced by Charterers or their Agents to the Captain at Loading Port, say up to £, on account of freight, at the exchange of one penny per rupee above the rate for six months' sight documentary bills on London, the same to be endorsed on Bills of Lading, including cost of Insurance and 2½ per cent. Commission, and deducted from freight on settlement thereof, and for the due appropriation of which Charterers or their Agents shall not be held responsible. Disbursements.

24. The steamer to be consigned at Loading Port to Charterers or their Agents, and to pay them there a Commission of 2½ per cent. (two-and-a-half per cent.) on the estimated gross amount of freight on the cargo taken on board. Address Commission.

25. Charterers' liability under this Charter to cease on steamer being loaded, provided the cargo is worth the freight, the Owners having an absolute lien on the cargo for all Freight, Dead Freight, Demurrage, and Average, which lien they are hereby bound to exercise. Owners' Lien.

26. All questions of General Average to be settled according to York-Antwerp Rules of 1890. General Average.

27. Charterers to be kept informed by owners of the movements of the steamer. The Captain to telegraph his arrival at outward port of discharge, and his homeward arrival at Suez to Messrs. Mohr Brothers & Company, Limited (registered address as per margin), London, either direct or through his owners. The Captain likewise to telegraph from Port of discharge of outward cargo two clear days before the steamer is ready to sail, to Messrs. Mohr Brothers & Company, Limited (registered address as per margin), Rangoon, provided there is telegraphic communication with Rangoon, and if no orders as to Port of Loading reach him by the time the steamer is ready to sail, she is to proceed to Port of Call in Burma as per Charter. Captain to advise his arrival at Port Said to Messrs. Worms & Co. there. Telegraph information about position.

28. The Captain not to allow samples to be drawn at Port or Ports of Call or Discharge, unless on written instructions from Charterers or their Agents. Samples.

29. Bills of Lading to be conclusive evidence against the owners as to the number of bags shipped, if error cannot be proved. Bills of lading final.

30. Lighterage, if any, to be at the expense and risk of the Receivers of the cargo, any custom of the Port to the contrary notwithstanding. Lighterage.

31. Any dispute arising on this Charter, or any Bill or Bills of Lading signed under it, to be referred for settlement to arbitration in London, each party appointing an Arbitrator, and should they be unable to agree, the decision of an umpire selected by them to be final. The Arbitrators and umpire are all to be commercial men. This submission to arbitration may be made a rule of the High Court of Justice in England by either party. Arbitration

32. A Commission of per cent. is due by the steamer signing of this Charter-Party steamer lost or not lost. Brokerage.

It is agreed that the following additional exceptions and conditions shall apply to this contract:—

The Act of God, perils of the sea, fire on board, in hulk or craft, or on shore, barratry of the Master, and Crew, enemies, pirates, and thieves, arrests and restraints of princes, rulers and peoples, collisions, stranding, and other accidents of navigation excepted, even when occasioned by negligence, default or error in judgment of the Pilot, Master, Mariners, or other servants of the Shipowners. Not answerable for any loss or damage arising from explosion, bursting of boilers, breakage of shafts, or any latent defects in the machinery or hull, not resulting from want of due diligence by the Owners of the Ship, or any of them, or by the Ship's Husband or Manager.

The Ship has liberty to call at any ports in any order, to sail without Pilots, to tow and assist Vessels in distress and to deviate for the purpose o saving life or property

A true copy of the original stamped Charter-Party in our possession.

Appendix.

22nd Day, No. 19.

19.—COPY of the MINUTES OF PROCEEDINGS of the COURT OF COMMON COUNCIL, on Tuesday, 16th April 1901.

(Handed in by Sir Homewood Crawford on the Twenty-second day. See Question 8324.)

Green, Mayor.

Members Present:

Aldermen.

Mr. Ald. Alliston.
Mr. Ald. Bell.
Sir O. Evans, K.C.M.G.
Sir G. F. Faudel-Phillips, Bart, G.C.I.E.
Sir H. E. Knight, Knt.
Sir J. Knill, Bart.
Mr. Ald. Pound.
Sir J. T. Ritchie, Knt.
Sir M. Samuel, Knt.
Sir J. Savory, Bart.
Mr. Ald. Smallman.
Mr. Ald. Strong.
Sir William P. Treloar, Knt.
Mr. Ald. Truscott.
Mr. Ald. and Sheriff Vaughan Morgan.

Commoners.

Mr. B. Aarons.
Mr. S. Alderton.
C. G. Algar, Esq.
P. Alliston, Esq.
Mr. G. Anderson.
Mr. E. J. Anning.
Mr. Dep. Ashby.
Mr. Dep. Baddeley.
Mr. A. H. Barber.
Mr. C. Barham.
Mr. Dep. Barrett.
Mr. J. H. Batty.
Mr. E. Bell.
Mr. H. Bird.
Mr. E. E. Bond.
Mr. T. V. Bowater.
Mr. A. L. Bower.
Mr. G. Briggs.
Mr. T. Briggs.
A. Brookman, Esq.
Mr. J. R. Brough.
Mr. Dep. Brown.
Mr. J. K. Brown.
Mr. W. Bull.
D. Burnett, Esq.
J. Cloudsley, Esq.
W. O. Clough, Esq.
Mr. D. G. Collins.
Mr. E. Constantine.
Mr. W. Cooper.
Mr. C. F. Corbould-Ellis.
Dr. J. S. E. Cotman.
Mr. C. J. Cuthbertson.
Mr. R. Davies.
Mr. J. W. Domoney.
Mr. A. Double.
Mr. H. S. Dove.
Mr. W. J. Downes.
Mr. F. G. Dray.
Lt.-Col. V. Dunfee.
Mr. G. Edwards.
G. C. Edwards, Esq.
Mr. R. W. Edwards.
Mr. T. H. Ellis.
J. K. Farlow, Esq.
Mr. F. Farnan.
Mr. E. F. Fitch.
Mr. C. Game.
Mr. J. W. Gaze.
Mr. Dep. Goodinge.
Mr. Dep. Greenaway.
Mr. Dep. Greenwood.
Mr. J. L. Grossmith.
Mr. W. Hacker.
Captain R. G. Hall.
Mr. S. Harmer.
Mr. Dep. C. T. Harris.
Mr. J. Harris.
Mr. W. Hawtrey.
Mr. R. O. Hearson.
Mr. Dep. Heath.
Mr. George H. Heilbuth.
Mr. F. W. Hembry.
A. J. Hollington, Esq.
Mr. C. Hornby.
W. R. Horncastle, Esq.
Mr. W. G. Howard.
Mr. A. B. Hudson.
Mr. E. Hughes.
Mr. C. V. Hunter.
Mr. C. Johnston.
Mr. W. H. Key.
Mr. J. Lake.
E. Lee, Esq.
J. H. Lile, Esq.
Mr. W. H. Liversidge.
Mr. J. Lobb.
Mr. V. I. R. Longman.
Mr. W. Low.
Mr. F. McCarthy.
Mr. Dep. Malthouse.
Mr. J. Marriage.
H. B. Marshall, Esq.
Mr. J. D. Mathews.
Mr. F. M. Mercer.
Mr. J. Messenger
Mr. W. R. C. Moore.
Mr. H. C. Morris.
Mr. S. W. Morris.
Mr. Dep. Morrison.
A. C. Morton, Esq.
Mr. J. Moss.
Mr. Dep. Myers.
Mr. W. P. Neal.
Mr. W. Oatley.
Mr. H. O'Brien.
Mr. F. G. Painter.
Mr. W. F. Pankhurst.
Mr. Dep. Pannell.
Mr. R. Peachey.
Mr. Dep. Pepler.
Mr. W. H. Pitman.
Mr. J. B. Pittman.
Mr. W. A. Plunkett.
J. L. Pound, Esq.
Mr. A. E. Pridmore.
W. R. Pryke, Esq.
Mr. Dep. Purssell.
Mr. A. W. Read.
Mr. J. Rexworthy.
A. Ritchie, Esq.
Mr. T. Robinson.
Sir R. H. Rogers, Knt.
Mr. H. W. Russell. [Dep.
Mr. Dep. Sayer.
Mr. Dep. Simmons.
Mr. A. B. Smith.
Mr. C. E. Smith.
Mr. H. Squire.
Mr. Dep. Stanley.
Mr. R. Stapley.
Mr. G. H. Steinberg.
Mr. H. Stevenson.
Mr. G. Taylor.
Mr. C. J. Thomas.
Mr. W. H. Thomas.
Mr. H. H. Thompson.
J. S. Thompson, Esq.
Mr. G. T. Thornes.
Mr. J. Tickle.
Mr. A. Tillie.
Mr. A. W. Timbrell.
Mr. G. T. S. Tranter.
Mr. B. Turner.
Mr. C. J. C. Venning.
A. Wagstaff, Esq.
M. Wallace, Esq.
Major C. Wallington.
Mr. R. B. Warrick.
Mr. Dep. Weingott.
Mr. W. Wellsman.
Mr. J. Westerby.
Mr. Millar Wilkinson.
Mr. J. H. Williams.
W. H. Williamson, Esq.
Mr. T. A. Woodbridge.
G. J. Woodman, Esq.
Mr. Dep. Woodrow.
Mr. T. H. Wye.

26th Standing Order suspended. (Pryke, W. R. / Brookman, A.)

Resolved—That the 26th Standing Order, viz.: "At each Meeting of the Court, if the Minutes of the Proceedings of the preceding Court shall have been printed and circulated amongst the Members, the reading of such Minutes shall be dispensed with, and in lieu thereof the Question shall be put 'That the Minutes of the last Court, 'which have been printed and circulated amongst the Members, are correctly recorded?' but in the event of such Minutes not having been so printed and circulated, the same shall be read at the commencement of the Court; and if at any time it appear to any Member that the Minutes have been incorrectly recorded, the subject shall be taken into consideration prior to the Court proceeding with any other business," be suspended on this occasion.

Application for Freedom.

Mr. Chamberlain, in pursuance of the Orders of this Court, presented the name of a person who had made application to be admitted to the Freedom of this City by redemption.

Read.

This Court doth hereby assent to the admission of the said person to the Freedom of this City by redemption, upon the terms and in the manner mentioned in the several Resolutions of this Court, and it is ordered that Mr. Chamberlain do admit him to his Freedom accordingly.

Report—Special Committee, Port of London.

On the Reference of the 7th March last, to consider and report on the whole question of the Royal Commission on the Port of London and the City's action in relation thereto, and recommending (*inter alia*) that a body possessing a complete power for River, Port, navigation, shipping and other services should be constituted.

That the new Authority should consist of 40 members, appointed or elected as follows:—

Appointed—One-fourth (10) by the Corporation of the City of London.
Two by the Admiralty.
Two by the Board of Trade.
Two by the Trinity House.
Elected—Two by Railway Companies.
Two by the Underwriters of Lloyd's.
And the remainder (20) by Shipowners, Merchants, and others contributing dues to the new Authority.

That the Committee be authorised to arrange for evidence to be given before the Royal Commission on the Port of London in accordance with the following recommendations:—

(a) That a Public Body with Parliamentary powers should be formed to manage the River, Harbour, and Docks.

(b) That the jurisdiction of such Authority should extend from the tidal limit of the Thames at Richmond on the west, to an imaginary line drawn from the Naze to the North Foreland on the east.

(c) That such Authority should be called the Thames River, Dock, and Harbour Board.

(d) That powers should be conferred on such Board to purchase the property of the Dock Companies, and such Bonded Wharves and Warehouses as they may see fit, and to raise the Capital necessary for that purpose; for the deepening of the channel of the River, and for the general improvement of the Port and Docks.

(e) That full power should be given to such Board to impose such taxes upon all goods entering or leaving the Port, and upon shipping, lighters, and barges using the River, as may be necessary or desirable to procure the income required to enable the necessary capital to be raised.

(f) That such Board should be constituted on the general principle of the recommendations in this Report, and that it should be entirely independent of and free from the control of any other public body.

(g) That Parliament should constitute the Stock of the Board a Trustees' Investment.

(h) That the Lord Mayor, for the time being, shall be the Returning Officer for the Election of Members.

Printed by Order of the Court of the 28th March last.)

Report read.

Motion—To agree therewith?

Amendment—To add the words: "except that the London County Council should, in the opinion of this Court, be represented on the proposed new Authority?" {Morton, A. C. / Wallace, M.

The Minutes of the Special Committee showing the Division on the question of the representation of the Councils of adjoining Counties on the proposed Authority being called for, were submitted. {Sayer, Dep. / Neal, W. P.

On the Question being then put, the Lord Mayor declared the Amendment to be negatived, and on a Division being demanded and granted there appeared—

For the Affirmative.	For the Negative.
1 Alderman.	8 Aldermen.
50 Commoners.	71 Commoners.
2 Tellers.	2 Tellers.
53	81

Majority for the Negative—28.

Original Motion—about to be put—

Further Amendment—To add the words: "and that in the opinion of this Court the Government should be empowered to contribute towards the cost of improving the River and Port, having regard to the national interests involved?" {Morton, A. C. / Samuel, Sir M., Knt., Ald.

Carried in the Affirmative.

Question as amended—Resolved in the Affirmative, and the Report referred back to the Committee for execution accordingly.

Division.

Motion—To agree with the Special Committee in their Report?

Amendment—To add the words: "except that the London County Council should, in the opinion of this Court, be represented on the proposed new Authority?

The Court divided—For the Affirmative, 53—For the Negative, 81.

For the Affirmative.

Alderman.

Alliston, F. P.

Commoners.

Alderton, S.
Alliston, P.
Barber, A. H.
Bond, E. E.
Bowater, T. V.
Briggs, T.
Brough, J. R.
Brown, J. K.
Collins, D. G.
Davies, R.
Domoney, J. W.
Double, A.
Dunfee, Lt.-Col. V.
Edwards, G. C.
Farnan, F.
Fitch, E. F.
Gaze, J. W.
Harris, C. T., Dep.
Harris, J.
Hearson, R. O.
Heath, Dep.
Hollington, A. J.
Horncastle, W. R.
Hudson, A. B.
Lee, E.
Lile, J. H.
Liversidge, W. H.
McCarthy, F.
Marriage, J.
Mathews, J. D.
Moore, W. R. C.
Morrison, Dep.
Morton, A. C.
O'Brien, H.
Pannell, Dep.
Pound, J. L.
Pridmore, A. E.
Purssell, Dep.
Ritchie, A.
Robinson, T.
Smith, A. B.
Smith, C. E.
Tickle, J.
Timbrell, A. W.
Turner, B.
Venning, C. J. C.
Wallace, M.
Weingott, Dep.
Williamson, W. H.
Woodbridge, T. A.

Tellers for the Affirmative—Mr. J. Lake and Mr. W. Wellsman.

For the Negative.

Aldermen.

Bell, J. C.
Evans, Sir D., K.C.M.G.
Faudel-Phillips, Sir G. F., Bart. G.C.I.E.
Knill, Sir J., Bart.
Pound, J.
Samuel, Sir M., Knt.
Savory, Sir J., Bart.
Truscott, G. W.

Commoners.

Aarons, B.
Algar, C. G.
Anning, E. J.
Ashby, Dep.
Baddeley, Dep.
Barrett, Dep.
Batty, J. H.
Bell, E.
Bower, A. L.
Briggs, G.
Bookman, A.
Brown, Dep.
Bull, W.
Cloudsley J
Cooper, W
Cotman, Dr. J. S. E.
Cuthbertson C. J.
Dove, H. S
Downes, W. J.
Edwards, G.
Ellis, T. H.
Farlow, J. K.
Game, C.
Goodinge, Dep.
Greenaway, Dep.
Grossmith, J. L.
Hacker, W.
Hall, R. G.
Hawtrey, W.
Heilbuth, Geo. H.
Hornby, C.
Howard, W. G.
Hughes, E.
Hunter, C. V.
Johnston, C.
Key, W. H.
Lobb, J.
Longman, V. I. R.
Low, W.
Mercer, F. M.
Morris, H. C.
Moss, J.
Myers, Dep.
Neal, W. P.
Oatley, W.
Painter, F. G.
Peachey, R.
Pepler, Dep.
Pitman, W. H.
Pittman, J. B.
Pryke, W. R.
Read, A. W.
Rogers, Sir R. H., Knt., [Dep.
Russell, H. W.
Sayer, Dep.
Simmons, Dep.
Squire, H.
Steinberg, G. H.
Stevenson, H.
Taylor, G.
Thomas, C. J.
Thompson, H. H.
Thornes, G. T.
Tillie, A.
Tranter, G. T. S
Warrick, R. B.
Westerby, J.
Wilkinson, M.
Williams, J. H.
Woodman, C. J.
Wye, T. H.

Tellers for the Negative—Mr. S. W. Morris and Mr. W. A. Plunkett.

MONCKTON.

Appendix.

22nd Day, No. 20.

20.—STATEMENT giving a comparison as to EXPENSE and TIME occupied by STEAMERS from RANGOON, in LONDON and LIVERPOOL respectively.

(*Handed in by Mr. Edward Pembroke on the Twenty-second day. See Question 8331.*)

"BHAMO."

LONDON.

Arrived, 13th June 1896. Left, 20th June 1896.
(6 days in Port—including 1 Sunday.)

	£ s. d.	£ s. d.
Pilotages, in and out	—	34 19 6
Towages, "	—	12 0 0
Waterman, "	—	3 1 6
Lights, "	—	77 13 4
Tally Clerks and Gratuities	—	23 10 0
Shipkeeper and C. H. Overtime	—	3 19 4
Dock Dues—		
2,028 tons at 1s.	101 8 0	
Water	2 9 0	
Tugs and Gangs in Dock	12 13 6	
	116 10 6	
Discharging—		
2,044 tons Rice and Meal at 1s.	102 4 0	
289 " " " at 1s. 2d.	16 17 2	
1 " Hides at 2s.	0 2 0	
5 " Rubber at 1s. 8d.	0 8 4	
114 " General at 1s. 2d.	6 13 0	
39 " " o'side at 1s. 6d.	2 18 6	
36 " Teak Keys at 2s. 2d.	3 18 0	
739 " Teak Logs and Planks at 2s.	73 18 0	
Extras	23 16 9	
	230 15 9	
Dispatch, Landing, &c.—		
2,154 tons cargo	163 3 0	
Working Overtime, &c.	27 15 2	
	421 13 11	
Less Donkeyman's Time	2 0 4	
		419 13 7
(3,267 tons.)	£	691 10 9

LIVERPOOL.

Arrived, 28th October 1895. Left, 1st November 1895.
(4 days in Port.)

	£ s. d.	£ s. d.
Pilotages, in and out	10 2 6	
Towage "	18 15 0	
Waterman "	5 12 6	
Lights "	25 1 3	
Harbour Dues, 2,027 at 1s. 4d.	135 2 8	
		194 13 11
Discharging—		
2,403 tons Rice at 6d.	60 1 6	
915 " Meal at 6½d.	24 15 8	
174 " Cutch at 10d.	7 5 0	
264 loads Teak at 1s. 5d.	18 14 0	
Labour	4 1 8	
Cranage	13 17 6	
Surveying Cargo	1 1 0	
		129 16 4
(3,756 tons.)	£	324 10 3

At Liverpool a larger cargo by 500 tons delivered in two days less time, and the expenses 367*l.* 0*s.* 6*d.* less.

"RANGOON."

Arrived, 27th October 1900. Left, 7th November 1900.
(11 days in Port—including 2 Sundays.)

	£ s. d.	£ s. d.
Pilotage, in and out	34 5 11	
Towage "	15 0 0	
Waterman "	7 17 0	
Lights "	29 9 2	
Tally Clerks, &c.	42 5 8	
Dock Dues	150 5 3	
Discharging	378 4 4	
		657 7 4

Cargo—3,158 tons weight and 757 tons measurement (3,915 tons).

Arrived, 26th February 1901. Left, 28th February 1901.
(3 days in Port.)

	£ s. d.	£ s. d.
Pilotage, in and out	10 7 0	
Towage "	23 0 0	
Waterman "	7 9 0	
Lights "	28 18 2	
Harbour Dues, &c.	168 4 0	
Discharging, Cranage, Overtime, &c.	141 8 9	
		379 6 11

Cargo—1,858 tons weight and 310 tons measurement (2,168 tons).

"BURMA."

Arrived, 7th December 1900. Left, 14th December 1900.
(7 days in Port—including 1 Sunday.)

	£ s. d.	£ s. d.
Pilotage, in and out	31 3 8	
Towage "	12 0 0	
Waterman "	7 3 6	
Lights "	26 10 9	
Tally Clerks	35 16 4	
Dock Dues	136 14 3	
Discharging	330 14 5	
		580 2 11

Cargo—2,765 tons weight and 411 tons measurement (3,716 tons).

Arrived, 31st August 1900. Left, 3rd September 1900.
(4 days in Port.)

	£ s. d.	£ s. d.
Pilotage, in and out	11 11 6	
Towage "	14 0 0	
Waterman "	5 5 6	
Lights "	26 14 5	
Harbour Dues, &c.	154 8 —	
Discharging, Cranage, Overtime, &c.	173 17 2	
		385 16 7

Cargo—2,295 tons weight and 424 tons measurement (2,179 tons).

"MANDALAY."

Arrived, 6th April 1901. Left, 16th April 1901.
(10 days in Port—including 2 Sundays.)

	£ s. d.	£. s. d.
Pilotage, in and out	33 8 11	
Towage "	12 0 0	
Waterman "	7 0 0	
Lights "	23 12 5	
Tally Clerks, &c.	36 5 8	
Dock Dues	144 10 7	
Discharging	274 17 11	
		536 15 8

Cargo—4,230 tons weight.

Arrived, 27th December 1900. Left, 2nd January 1901.
(6 days in Port.)

	£ s. d.	£ s. d.
Pilotage, in and out	11 9 0	
Towage "	18 10 0	
Waterman "	6 0 6	
Lights "	28 12 5	
Harbour Dues	166 10 8	
Discharging, &c.	79 16 11	
		310 19 6

Cargo—2,013 tons weight and 39 tons measurement (2,052 tons).

TWENTY-THIRD DAY.

1.—Comparative Statement of the Pilotage Rates for Steam Vessels drawing 8 feet, 18 feet, and 28 feet of water at certain Ports in the United Kingdom and Abroad, the Distance Piloted, and the Rate per Mile.

(*Handed in by Captain George Rawlinson Vyvyan on the Twenty-third Day. See Question 8470.*)

PORT.	Distance of Pilotage.	INTO PORT. Rate for Steam Vessels drawing			Distance.	OUT OF PORT. Rate for Steam Vessel drawing			Average Rate per Mile.		Remarks.
		8 feet.	18 feet.	28 feet.		8 feet.	18 feet.	28 feet.	Inwards.	Outwards.	
BRITISH PORTS:	Miles.	£ s. d.	£ s. d.	£ s. d.	Miles.	£ s. d.	£ s. d.	£ s. d.	s. d.	s. d.	
London	87 Sea	3 12 –	9 1 6	20 11 9	87 Sea	3 12 –	9 1 6	20 11 9	2 6½	2 6½	
	23 River	– 18 9	3 6 –	9 10 6	23 River	– 18 9	3 6 –	9 10 6	3 11½	3 11½	
Total	110	4 10 9	12 7 6	30 2 3	110	4 10 9	12 7 6	30 2 3	2 10	2 10	
Liverpool	55 Sea	2 13 4	6 – –	9 6 8	15 Sea	1 3 8	2 13 3	4 2 10	2 2	3 6½	
Hull	20 River	2 – –	4 10 –	7 10 –	20 River	1 12 –	3 12 –	5 12 –	4 8	3 7	
Tyne	10 „	1 4 –	2 14 –	4 4 –	10 „	1 4 –	2 14 –	4 4 –	5 4¾	5 4¾	
Bristol	79 Sea	Levied by Tonnage Rate, but from examples taken these two Ports Charges are practically the same as the London.							—	—	
Clyde	21 River										
FOREIGN PORTS:											
Antwerp	18 Sea	1 3 7	10 14 7	42 6 –	18 Sea	– 15 7	6 16 4	28 1 10	21 –	13 4	Winter and Summer mean rate taken.
	46 River	1 12 5	6 3 4	12 7 6	46 River	1 12 5	6 3 4	12 7 6	2 11¾	2 11¾	
Total	64	2 16 –	16 17 11	54 13 6	64	2 8 –	12 19 8	40 9 4	7 9	5 9½	
Amsterdam	15 River	1 3 1	10 11 2	41 5 5	15 River	– 15 2	6 14 2	27 12 8	23 6	15 7	
Hamburg	70 „	3 9 –	12 4 6	26 7 –	70 „	3 9 –	12 4 6	26 7 –	4 –	4 –	
Rotterdam	18 „	1 13 5	12 3 4	44 9 –	18 „	– 15 2	6 14 2	27 13 –	21 7	13 3	
New York	18 „	4 8 6	14 17 5	27 6 8	18 „	3 4 8	11 1 10	19 18 10	17 3	12 1¼	
Quebec	130 „	7 7 4	16 11 6	25 15 8	130 „	6 8 –	14 8 –	20 8 –	2 6¼	2 1¼	

These Charges are taken from the published Rates.

Appendix.

23rd Day, No. 2.

2.—Table showing Earnings of Pilots for the Year 1900.

(*Handed in by Captain George Rawlinson Vyvyan on the Twenty-third Day. See Question 8471.*)

	£
Average gross earnings at Cardiff	390
„ „ Liverpool	234
„ „ Newport	380
„ „ Tyne	264
„ „ London *	405

* Details :—London.

	Channel, Cinque Ports, North Channel.	River.
	Number.	*Number.*
Under 200*l.*	21	45
Over 200*l.* and under 300*l.*	33	38
„ 300*l.* „ 400*l.*	24	31
„ 400*l.* „ 500*l.*	22	14
„ 500*l.* „ 600*l.*	18	10
„ 600*l.* „ 700*l.*	32	7
„ 700*l.* „ 800*l.*	8	4
„ 800*l.* „ 900*l.*	4	3
„ 900*l.* „ 1,000*l.*	4	3
„ 1,000*l.*	5	3
	171	158
Total	329	

Highest Earnings below Gravesend :—
Inwards, 906*l.* gross.
Outwards, 1,363*l.*

Highest Earnings of a River Pilot above Gravesend, 1,187*l* gross.

Lowest Earnings below Gravesend :—
Inwards, 113*l.* gross.
Outwards, 146*l.* gross.

Lowest Earnings of a River Pilot above Gravesend, 99*l.* gross

Of the 329 Pilots, 41 per cent. earned under 300*l.* gross.

3.—Table giving Particulars as to the Vessels Piloted between Gravesend and London Bridge in the Year ending 31st December 1900.

(Referred to by Captain George Rawlinson Vyvyan on the Twenty-third Day. See Question 8497.)

1900.	British Coast.				British Oversea.				Foreign Oversea.			
	Sail.		Steam.		Sail.		Steam.		Sail.		Steam.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
				£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.
Gravesend to London	–	—	3,423	4,238 – –	1	2 10 –	3,067	7,363 14 7	3	4 15 3	3,029	8,068 14 6
„ Deptford	–	—	216	279 9 9	–	—	634	2,451 19 7	1	1 7 –	183	531 3 1
„ Albert Dock	–	—	771	1,111 4 6	–	–	742	3,093 11 2	–	—	130	430 9 –
„ Dagenham	–	—	133	161 3 –	–	—	7	20 17 8	–	—	10	20 – 5
„ Dartford	–	—	13	31 6 5	1	1 2 –	43	126 4 1	4	11 1 7	46	90 16 2
„ Northfleet	–	—	39	46 – –	–	—	296	593 15 6	–	—	160	315 14 9
Transporting, etc.	–	—	2,418	2,919 6 11	–	—	–	—	–	—	–	—
	–	—	7,013	8,786 10 7	2	3 12 –	4,789	13,650 2 7	8	17 3 10	3,558	9,456 17 11
London to Gravesend	–	—	2,965	3,843 4 9	–	—	2,457	4,969 18 8	3	5 16 3	2,290	4,774 8 11
Deptford to Gravesend	–	—	198	289 2 3	1	1 10	645	2,306 16 2	–	—	189	487 12 6
Albert Dock to Gravesend	–	—	643	906 2 9		—	731	3,029 6 9	–	—	169	485 15 4
Dagenham to Gravesend	–	—	92	115 8 8	–	—	9	14 17 3	–	—	6	8 9 9
Dartford to Gravesend	–	—	16	32 9 –	–	—	29	76 7 11	–	—	24	44 10 10
Northfleet to Gravesend	–	—	37	41 17 6	–	–	252	463 17 11	–	—	139	313 9 1
	–	—	3,951	5,228 4 11	1	1 10 –	4,123	10,861 4 8	3	5 16 3	2,817	6,114 6 5

Foreign Vessels Employing Pilots in the London District.—Amount paid by Foreign Vessels.

	£	£	Per cent.		£	£	Per cent.
1881	55,205 out of a total of	155,260	35	1890	42,376 out of a total of	139,165	30
1885	46,936 „ „	138,534	34	1895	35,975 „ „	139,293	26
1888	39,334 „ „	131,419	30	1899	40,080 „ „	145,066	28

Trinity House, London, E.C., June 1901.

Appendix.
23rd Day, No. 4.

4.—Rules and Regulations of the Trinity House relating to Pilots in the Port of London.

(Handed in by Captain George Rawlinson Vyvyan on the Twenty-third day. See Question 8563.)

(a) Qualifications of the London River Pilots.

River Thames Pilots.

Qualifications for Candidates for Pilots for Ships, except Home Trade Passenger Vessels, subject to Compulsory Pilotage in the London District.

Candidates shall produce such certificates as shall be deemed satisfactory by the Trinity House, previously to examination, on the following points:—

(a) Their qualification by previous service, viz.: To have served as mate for three years on board of, or have been for one year in command of a square rigged vessel of not less than 80 tons register for the North Channel upwards, and of not less than 150 tons register for the North Channels downwards, or for any South Channels; or to have been employed in the pilotage or buoyage service of the Trinity House for seven years, and have served in addition thereto for two years in a square rigged vessel.

(b) Their previous good conduct, and habits of sobriety.

(c) Their age, and that they are in good health, and not afflicted with any infirmity rendering them unfit to perform the duties of pilots, certified under the hand of a duly authorised medical practitioner.

Additional Qualification to Pilot Vessels over Fourteen Feet Draught.

Candidates shall have acted as licensed pilots for three years, and be approved on re-examination by the Trinity House.

Qualifications for Candidates for Ships exempted from Compulsory Pilotage between London Bridge and Gravesend.

Candidates shall produce such certificates as shall be deemed satisfactory by the Trinity House, previously to examination, on the following points:—

(a) Their qualification by previous service, viz.: To have piloted ships on the River Thames, between London Bridge and Gravesend, for a period of two years previously to the 5th February, 1873, or to be otherwise eligible by practical experience in the navigation of vessels within that district.

(b) Their previous good conduct, and habits of sobriety.

(c) Their age, and that they are in good health, and not afflicted with any infirmity rendering them unfit to perform the duties of pilots, certified under the hand of a duly authorised medical practitioner.

Qualifications for Candidates for Pilots for Home Trade Passenger Ships.

Candidates shall be freemen of the Watermen's Company, and able to prove, to the satisfaction of the Trinity House, that they have piloted steam passenger ships on the River Thames, between London Bridge and Gravesend, for a period of two years, or have obtained their freedom of the said Company by servitude as apprentices to any such freeman employed in so piloting such passenger ships.

Limits of Districts for the purposes of Pilotage Examinations.

River Thames Pilots.

Gravesend to London Bridge, and *vice versa* (exempted pilots from Town Pier only).

Particulars of Examination.

River Pilots.

For exempt and compulsory ships above or below 14 feet draught, and for home trade passenger ships.

1. Bye-laws for navigating in the district.

2. The names, general direction, and lengths of the reaches in the district.

3. The points in the district.

4. The depths of water, and the position of the shoals in the district.

5. The names and positions of the wharves, tiers, mooring buoys, and vessels permanently moored in the district.

6. The leading marks and clearing marks for navigating in the district.

7. The depths of water at the wharves, tiers, and dock entrances.

8. The anchorages in the district.

9. The set and rise of tide, with the time of *H. W.*, full and change.

10. The characteristics and angles of visibility of the lights of use in navigating in the district.

11. The marking of English and foreign lead lines; the marking of compasses; the length of knots, cables, and miles.

12. The manner of ascertaining a position on the chart by cross bearings.

And other similar information, at the discretion of the examiners.

Pilots for Compulsory Ships.

Lower Draught up to fourteen feet.
A good knowledge of the foregoing subjects.

Upper Draught above fourteen feet.
A very good knowledge of the foregoing subjects.

(b) Qualifications of the London Sea Pilots.

Channel Pilots.

Qualifications for Candidates for Pilots for Ships, except Home Trade Passenger Vessels, subject to Compulsory Pilotage in the London District.

Candidates shall produce such certificates as shall be deemed satisfactory by the Trinity House, previously to examination, on the following points:—

(a) Their qualification by previous service, viz.: To have served as mate for three years on board of, or have been for one year in command of a square rigged vessel of not less than 80 tons register for the North Channels upwards, and of not less than 150 tons register for the North Channels downwards, or for any South Channels; or to have been employed in the pilotage or buoyage service of the Trinity House for seven years, and have served in addition thereto for two years in a square rigged vessel.

(b) Their previous good conduct, and habits of sobriety.

(c) Their age, and that they are in good health, and not afflicted with any infirmity rendering them unfit to perform the duties of pilots, certified under the hand of a duly authorised medical practitioner.

Additional Qualification to Pilot Vessels over Fourteen Feet Draught.

Candidates shall have acted as licensed pilots for three years, and be approved by re-examination by the Trinity House.

Limits of Districts for the Purposes of Pilotage Examinations.

South Channel Outward.

Town Pier, Gravesend, to the Mouse Light Vessel.
The Medway, as far as Garrison Point.
Through the Knob and Edinburgh Channels to sea, and all Thames Channels to the southward of the Knob Channel.
The Kentish Knock and Galloper Sands.
To Dungeness, inside and outside the Goodwin sands.
The Swale, as far as the Pollard Spit and Whitstable.
In and out of Ramsgate Harbour.
The Varne and Ridge Shoals.

If to the Isle of Wight, in addition:—
From Dungeness to St. Catherine's Point, and St. Helen's Roads.

South Channel Inward.

From the West end of the Owers to Dungeness.
Dungeness to the Town Pier, Gravesend, inside and outside the Goodwin Sands.
Through the Edinburgh, Knob, and Warp Channels, and all Thames Channels to the Southward of the Knob Channel.
The Medway, as far as Stangate Creek.
The Swale, as far as the Pollard Spit and Whitstable.
In and out of Dover, Ramsgate, and Margate.
The Galloper and Kentish Knock Sands.

North Channel Outward.

The Town Pier, Gravesend, to the Mouse Light Vessel.
The West and East Swin.
The Shipway to Orfordness.
The Long Sand North of lat. 51° 37′ N.
The Kentish Knock, Galloper, Sunk, Shipwash, Inner and Outer Gabbard Sands.
The Whitaker Channel, as far as the S. Buxey Buoy.
The Wallet, as far as the Knoll and Priory Spit Buoys.
In and out of Harwich Harbour, as far as Parkeston Quay.
The approaches to Harwich, including the Medusa Channel and Hollesley Bay.

North Channel Inward.

Sizewell Bank Buoy to Gravesend Town Pier, through the Shipway.
East and West Swin and the Warp.
The Kentish Knock, Galloper, Sunk, Shipwash, Outer and Inner Gabbard Sands.
The Long Sand North of lat. 51° 37′ N.
The Medway, as far as the Nore.
In and out of Harwich, as far as Parkeston Quay.
The approaches to Harwich, including the Medusa Channel and Hollesley Bay.
The Wallet, as far as the Knoll and Priory Spit Buoys.
The Whitaker Channel, as far as the S. Buxey Buoy.

If from Southwold, in addition.

Southwold to Sizewell Bank Buoy.

If from Lowestoft, in addition.

From Lowestoft to Sizewell Bank Buoy, outside the Sands.
To and from the Roads, through the Stanford, Pakefield, and Covehithe Channels.

If from Smith's Knoll, in addition.

Smith's Knoll to Sizewell Bank Buoy, outside the Sands.
Into and out of the Roads at Yarmouth and Lowestoft.
Through the Cockle Gateway, Hemesby Hole, Hewett, Stanford, Pakefield, and Covehithe Channels.
The Winterton Ridge, Hammond Knoll, and Haisborough Sands.

Particulars of Examination.

Channel Pilots.

1. Rule of the road at sea.

2. Uniform system of buoyage.

3. The bye-laws for navigating in the district.

4. The characteristics of the Lights, the angles of their visibility, and the fog signals of use in navigating in the district.

5. The names of the channels, reaches, headlands, points, and shoals in the district.

6. The fairway courses and distances in the district.

7. The depths of water throughout the district.

8. The positions, names, and characteristics of the buoys, beacons, light vessels, and other sea marks in the district.

9. The depths of water at the buoys and light vessels in the district.

10. The approximate width of the various channels, and the shape and size of the various shoals, and the direction in which they lie.

11. The clearing marks for shoals and points by day and night in the district.

12. The anchorages in the district.

13. The set, rate, rise, and duration of the tides, with the time of H. W., full and change, in the district.

14. The bearing and distance from one buoy to another on each side of the Channels.

15. The cross marks of light vessels, also of the buoys at turning points in the district.

16. The general appearance of the coast in the district.

17. The marking of English and foreign lead lines; the marking of compasses; the length of knots, cables, and miles.

18. The method of utilising the sea marks for the purpose of navigating sailing and steam vessels of various draughts of water, under the different conditions of weather, by day and night, in the district.

19. An elementary knowledge of compass variation and deviation, and the manner of applying it.

20. The manner of ascertaining a position on the chart by cross bearings.

And other similar information, at the discretion of the examiners.

Lower Draught up to fourteen feet.

A good knowledge of the foregoing subjects.

Upper Draught above fourteen feet.

A very good knowledge of the foregoing subjects.

(*c*) Form of Bond entered into by all Pilots, under Section 620 of the Merchant Shipping Act, 1894.

Know all men by these presents, that I of Mariner, am held and firmly bound to the Master, Wardens, and Assistants of the Guild, Fraternity, or Brotherhood, of the most Glorious and undivided Trinity, and of St. Clement in the Parish of Deptford Strond, in the County of Kent, commonly called the Corporation of Trinity House of Deptford Strond, their Successors and Assigns, in the full Sum of One Hundred Pounds of lawful Money of Great Britain, to be well and truly paid to the said Master, Wardens, and Assistants, their Successors or Assigns, upon demand, and for the due and punctual payment whereof I bind myself, my Heirs, Executors, and Administrators, and every of them, firmly by these presents. Sealed with my Seal. Dated this Day of in the Year of our Lord 18

Whereas the above bounden hath applied to the said Corporation of Trinity House, of Deptford Strond, for a Licence to Act as a Pilot, under and by virtue of an Act of Parliament, intituled "The Merchant Shipping Act, 1894" and the said after due examination, having been found a fit and competent person duly skilled in that behalf, and being thereupon about to receive a Licence from the said Corporation to act as a Pilot, hath agreed to execute the above-written Bond or Obligation in conformity with the directions of the said Act. Now the Condition of the above-written Bond or Obligation is such, that if the above bounden do and shall from Time to Time, and at all times hereafter, well and truly in all things yield due obedience to all and every the Bye-laws, Rules, Orders, Regulations and Ordinances of the said Corporation of Trinity House of Deptford Strond, made in pursuance of any Act or Acts of Parliament heretofore passed, or which shall be made pursuant to the said Act herein before mentioned. Then the above-written Bond or Obligation shall be void, but otherwise the same shall be and remain in full Force and Virtue.

Sealed and delivered in the presence of Us,

(*d*) Bye-laws, Rules, Orders, Regulations, and Ordinances of the Trinity House as to Pilots.

Bye-laws, Rules, Orders, Regulations, and Ordinances.

Made and framed by the Corporation of Trinity House of Deptford Strond, as well for insuring the good conduct and constant attendance of Pilots licensed by the said Corporation upon their duty, as for enforcing the general purposes of an Act passed in the sixth year of the reign of King George the Fourth, intituled, "An Act for the Amendment of the Law respecting Pilots and Pilotage, and also for the better Preservation of Floating Lights, Buoys, and Beacons;" the same Bye-laws, Rules, Orders, Regulations, and Ordinances having been examined, sanctioned, and approved in that behalf by the Right Honourable Sir Charles

Appendix.

23rd Day, No. 4— continued.

Abbott, Knight, Lord Chief Justice of His Majesty's Court of King's Bench, pursuant to the directions of the said Act.

Imprimis: It is ordained, that from and after the promulgation of these present Bye-laws, Rules, Orders, Regulations, and Ordinances, all and every the Bye-laws, Rules, Orders, Regulations, and Ordinances, heretofore made or framed by the said Corporation, for the government of the said Pilots, or for ensuring the good Conduct and constant attendance of the same upon their duty, or for enforcing the general purposes of an Act passed in the forty-eighth year of the late King's Reign, intituled, "An Act for the better regulation of Pilots and of the Pilotage of Ships and Vessels navigating the British Seas," shall be and the same are from henceforth annulled, and in lieu and stead thereof the said Corporation do hereby make and frame the Bye Laws, Rules, Orders, Regulations, and Ordinances following, that is to say:

II. It is ordained, that every Pilot who shall be ordered to proceed on His Majesty's Service by an Order signed by the Deputy Master or Secretary of the said Corporation, or by the Officer for the time being of the said Corporation of Yarmouth, or elsewhere, duly authorised to act in matters of Pilotage, or who shall be so ordered, in writing or otherwise, by any Officer in His Majesty's Service, shall immediately proceed thereon, and every Pilot who shall fail so to do, or who shall evade the receipt of any such Order, or who shall quit or decline such Service, shall, for the first offence, forfeit £5, and for the second and subsequent offence £10 each.

III. It is ordained that every Pilot engaged in the charge of any ship employed by Government in the Transport Service, shall observe particularly if any unnecessary delay takes place on the part of the Master in proceeding towards his destination, and if any delay does take place, such Pilot shall on his return report the same to the Secretary of the said Corporation, and, upon going on board, such Pilot shall give notice to the Master that he has Orders so to do.

IV. It is ordained, that no Pilot having the charge of a Merchant Ship, shall stop the same alongside the moorings of His Majesty's ships at Deptford, or elsewhere, or between the Round Tree and Bathing House at Gravesend (except in either of such cases there be an extreme necessity for so doing, or leave be obtained for that purpose from the proper officer or Officers in that behalf), and all Pilots licensed by the said Corporation, are at all times to be particularly careful to steer clear of the King's ships in passing them.

V. It is ordained that every Pilot when called upon or required to pilot any Ship or Vessel, shall, if under engagement to any other Ship, forthwith make known such engagement, and specify the particulars thereof truly and faithfully to the person calling for or requiring such Pilot's service, and in case of any concealment, misrepresentation, or falsehood in respect of such alleged previous engagement, the Pilot offending shall forfeit £10.

VI. It is ordained, that every Pilot who shall have taken charge of any Ship from the River Thames to the Downs, or elsewhere, shall, without any additional compensation in that behalf, wait on board for the space of three complete days, while such ship may be detained at Gravesend, or elsewhere, for want of Seamen, or by any other casualty, nor shall he at the end of three complete days be at liberty to quit such ship, or receive any additional compensation if she shall be further detained by winds, weather, or tides, and should the Ship be detained beyond three complete days on any other account except winds, weather, or tides, the Pilot having the charge thereof shall nevertheless still (if required so to do) remain in the charge of her, provided a compensation of 6s. per day be offered to him in that behalf by the Master or Owner.

VII. It is ordained, that every Pilot shall in all cases demean himself civilly and respectfully towards all persons who may require his service, and towards all Officers in His Majesty's Navy, and shall maintain a strict temperance and sobriety in the exercise of his office, and shall use his utmost care and diligence for the safe conduct of every ship which he shall be entrusted with the charge of, and to prevent her doing damage to others.

VIII. It is ordained, that every Pilot who shall undertake the charge of any Ship downwards, shall, before his departure, leave, or cause to be left, notice thereof in writing at the proper Office at the Trinity House in London, with one of the clerks there attending, and shall be considered as disengaged until he shall have so done, and upon such Pilot's return he shall immediately, in his own person, attend at the said Office, and make and sign such Entry in a Book there kept for that purpose, as the said Corporation shall from time to time direct or require.

IX. It is ordained, that every Pilot licensed by the said Corporation, shall from time to time, and at all times in obedience to the Order or Summons of the said Corporation, under the hand of the Secretary thereof for the time being, duly delivered or offered to such Pilot, or left a reasonable time at the usual or last known place of residence of such Pilot, attend the said Corporation, at their Courts, Bye Boards, or Committees, or their Secretary for the time being, at the Trinity House in London, and that every Pilot licensed by the said Corporation upon a Certificate of Qualification from Sub-Commissioners of Pilotage, shall in like manner attend the Sub-Commissioners of the Port or Place for which such Pilot shall be so licensed, in obedience to the Order or Summons of the said Sub-Commissioners, under their hands or the hands of the major part of them, duly delivered, offered or left as aforesaid, to answer to any charges brought against such Pilots, respectively, or for the performance of any Public Service, or for any other purpose whatsoever, and in default of such attendance every pilot so offending shall forfeit, for the first offence 40s., and for the second and every subsequent offence £5 each.

X. It is ordered and hereby directed that every Pilot licensed or to be licensed by the said Corporation, upon their receiving a certificate of Examination by any Sub-Commissioners of Pilotage, shall for such examination, and for the granting of the licence thereon, pay the sum of Two Guineas to the said Sub-Commissioners of Pilotage by whom he shall be so examined, or to one of them, and shall also for the renewing or confirming such licence, from time to time pay to the Sub-Commissioners of Pilotage for the time being at or for the Port or Place specified in such licence, or to one of them, the annual sums following (that is to say), every Pilot so licensed, or to be licensed as aforesaid, for the Ports of Plymouth, Portsmouth, or Cowes respectively, the annual sum of Two Guineas. And every Pilot licensed or to be licensed as aforesaid, for any other Port or Place, the annual sum of One Guinea, unless the Pilots at or for such Port or Place, shall be divided into two classes, and in that case the Pilots of the First Class are to pay the annual sum of Two Guineas each, and Pilots not of the First Class the annual sum of One Guinea each.

XI. It is ordained, that no Pilot shall add to or in any way alter his licence, or make or alter any endorsement thereon, nor shall he be privy to any such licence or endorsement being altered.

XII. It is ordained, that every Pilot who shall observe any alteration in any of the Sands or Channels, or that any of the Buoys or Beacons of the said Corporation are driven away, broken down, or out of place, shall forthwith deliver or send a correct statement thereof in writing to the Secretary of the said Corporation for the time being.

XIII. tI is ordained, that every Pilot shall, whenever he comes to an anchor, carefully observe the settings of the tide and the force of the stream, and if it shall happen that he comes near to a Sand, or other object or cause of danger, and there be any other Ships or Ship in company likely to fall in therewith, such Pilot shall immediately give notice thereof to the Captain or principal Officer of the Ship under his care, that he may make a signal to such other Ships or Ship for avoiding the same.

XIV. It is ordained, that no Pilot shall on any pretence aid or assist either in his own person, or with his boat or servants, or by any other means whatever, the landing, removing, or secreting any Seaman from any Merchant Ship or Vessel, to avoid serving in His Majesty's Navy, or to escape the impress for the same.

XV. It is ordained, that every Pilot shall from time to time conform himself strictly to all directions which shall be given to him by any of the Harbour Masters authorised by Act of Parliament under the Corporation of the City of London, touching the mooring, unmooring, placing, or removing of any Ship or Vessel under his charge, as long as such Ship or Vessel shall be lying and situate within the limits of the authority of such Harbour Master.

XVI. It is ordained, that each and every Pilot belonging to a licensed Pilot Vessel shall be at liberty to entertain one Apprentice and no more.

XVII. It is ordained, that for any work done on the River Thames or Medway, by men in boats, being less than the work for the whole tide, the pay shall be for half a tide's work, 4s. to each man, and so in proportion for any time less than a whole tide, the pay for which is settled by the said Act of the sixth year of the reign of His present Majesty at 8s.

XVIII. It is ordained, that in all cases where pecuniary penalties and forfeitures are annexed to the breach of the foregoing Bye Laws, Rules, Orders, Regulations, and Ordinances, the said Corporation of Trinity House may mitigate and reduce the same to one-fourth part at their discretion.

XIX. It is ordained, that every Pilot who shall offend against any or either of the foregoing Bye Laws, Rules, Orders, Regulations, and Ordinances, shall, for every such offence (whether the same shall subject him to any pecuniary penalty or not, and in addition to such penalty, if any), be liable to have his licence annulled and forfeited, or suspended, at the discretion of the said Corporation.

N.B. Besides conforming themselves diligently to the above Bye Laws, Rules, Orders, Regulations, and Ordinances, the Pilots licensed by the Corporation of Trinity House, are of course in all things to observe and obey the enactments and provisions relating to such Pilots contained in the said Act of Parliament, made and passed in the sixth Year of the reign of His Majesty King George the Fourth, a copy of which Act has been delivered to each of the said Pilots.

(Seal)

By Order of the Corporation,

J. HERBERT, Secretary.

I have perused and examined the foregoing Bye Laws, Rules, Orders, Regulations, and Ordinances, and do hereby sanction, approve of, and confirm the same. Witness my Hand and Seal the Nineteenth day of April, One Thousand Eight Hundred and Twenty-six.

C. ABBOTT. (Seal)

Regulations to be observed by the Pilots in the Payment of the Poundage on their respective Earnings, established by the 630th Section of the Act 57 and 58 Vict., cap. 60.

Each Pilot is required, at the expiration of every Month, to deliver to the Clerk in the Pilots' Office at the Trinity House, or to the Sub-Commissioners for his District, as the case may be, a correct account, on one of the Forms provided him for that purpose, of all Vessels piloted by him in the said Month, and he is then to pay the amount due for Poundage thereon, to be applied to the purposes of the Pilots' Fund as provided by the Act.

In order to ensure a correct Return of their earnings, the Pilots are required to render, at the end of each Year, an abstract Account, on one of the Forms also provided for that purpose, of their Total Earnings in each month, and to declare solemnly before a Magistrate to the truth of the returns they have so made.

By Order,

J. INGLIS, Secretary.

Order for the Additional Marking of Pilot Vessels.

Trinity House, London.

"In addition to the manner in which Pilot Vessels "are required to be distinguished by the 346th Section "of the Act, 17 and 18 Vict., c. 104, It is ORDERED by "the Corporation of Trinity House, that all Pilot "Vessels licensed by them, shall have the number of "such Vessel, and the initial Letter of the Port to which "she belongs, painted black on the Mainsail and Try-"sail thereof:—That the Figure or Figures of such "Number and the initial Letter of the Port shall be "Six Feet in length, and of Proportionate Breadth; "and that the said Number shall be placed immediately "above the Centre of the Line from the Throat to the "Leach of the Mansail—and the initial Letter imme-"diately beneath the said Number. Also, that the "Licence of every Pilot Vessel shall be immediately "withdrawn on board of which, while actually holding a "Licence as such, any Main or Trysail shall be found "not marked in the manner hereinbefore directed."

By Order,

J. INGLIS, Secretary.

Order respecting the Use of the Lead.

Trinity House, London.

It having been represented to this Corporation, that the Pilots frequently neglect the Use of the Lead, which is of the greatest importance to the safety of Vessels in their Charge, especially in thick Weather:—THE PILOTS are hereby cautioned against any Repetition of any such neglect, as in the event of any accident occurring, and proof being produced that the Pilot has failed to perform this most essential Branch of his Duty, his Licence will be taken away and declared null and void.

By Order,

J. INGLIS, Secretary.

Order respecting Vessels Touching the Ground, or in Collision.

Trinity House, London.

When a Vessel touches the ground, or a collision occurs with any other Vessel, the Pilot in charge is immediately to report the occurrence in writing on the Form prescribed, addressed to the Secretary of this House.

By Order,

J. INGLIS, Secretary.

Order respecting Loss of Anchors and Cables.

Trinity House, London.

When Anchors or Cables are lost from any Vessel, the Pilot in charge is immediately to report the occurrence in writing on the Form prescribed, addressed to the Secretary, at this House.

By Order,

J. INGLIS, Secretary.

(e) GENERAL ORDERS FOR THE GUIDANCE OF THE PILOTS OF THE LONDON DISTRICT AND THE MASTERS AND CREWS OF THE PILOT STEAMERS STATIONED AT DOVER.

TRINITY HOUSE, LONDON.

Regulations for Pilot Steamers Cruising off Dungeness.

1. The pilots, as well as the master, officers, and crew of the pilot steamers, are under the orders of the Superintendent at Dover.

2. The central position to be maintained by the pilot steamer (when on pilotage duty) is a point two miles S.E. of Dungeness Light. This position may be varied when the conditions of wind and sea are such that a pilot cannot be put on board a vessel at that position in safety.

3. The vessel is to be kept underweigh and on her station (with steam always at hand) when the weather is such as to admit of pilots being shipped on board vessels requiring their services. Every effort is to be made to economise coal, and sails are to be used whenever practicable.

4. Shipping pilots is invariably to be done by means of the boats; under no circumstances is the pilot steamer to go alongside a vessel at sea. Boats to be carried at the davits, and towing them at night or in thick weather is prohibited.

5. The steamer's boats or their crews are not to be used for the purpose of landing passengers from passing vessels, or for any other purpose except pilotage duty. Any departure from this rule through urgent necessity to be entered in the log book.

6. When underweigh, the bridge is always to be in charge of either the master or mate. In case of sudden illness or other emergency the senior pilot will nominate one of those on board to take charge of a watch temporarily.

7. The pilot steamer is not to assist vessels by towing, or to undertake any duty unconnected with pilotage, except to save life. Any departure from this rule will be looked upon with disfavour by the Board, and, if it should become necessary, full particulars of the circumstances must be entered in the Log Book and signed by the master and senior pilot on board.

8. Whenever the vessel leaves her station for any purpose not provided for by the regulations, the cause and time of so doing is to be entered at once in the Log Book, and signed by the master and senior pilot. Her return to station is to be recorded in a similar manner.

9. The senior pilot is held responsible that order is maintained among the pilots on board the steamers, that

Appendix. 23rd Day, No. 4— continued.

the regulations for the discipline of the vessels are strictly observed, and that each pilot takes his turn for duty as his name appears on the Shipping List. Each pilot is to sign the Log Book on going on board the steamer, and the senior pilot is responsible that the same is done.

10. The master is responsible for the navigation and general management, efficiency, and cleanliness of the steamer. He is solely responsible for shipping pilots without any reference to them. No vessel requiring a London pilot is to be allowed to pass without being supplied. He is to point out to the senior pilot any vessel requiring one, and to use his utmost endeavour to board her. The responsibility of directing the pilot first for duty to be in immediate readiness to proceed to her is to rest with the senior pilot, and in cases where two or more vessels are approaching, and a question arises which is to be taken by the first pilot on turn, the decision of the senior pilot is to be final. The pilot whose name stands first on the Shipping List is to take the ship first boarded.

11. The master is responsible that the distinguishing lights or flag are exhibited by night and day, and is to hoist the colours when any of the Trinity House vessels are in sight, and pass within hail, if possible, without neglecting his immediate duty.

12. The master will communicate by signal daily with Dungeness for transmission to Dover at such times as may be arranged by the Superintendent, giving the number of pilots remaining on board at the time of reporting, with any other information which he thinks necessary to communicate at once.

13. The vessel is not to be anchored so long as she can be kept underweigh with prudence. The master is to keep a list of the names of all vessels taking pilots without having the usual signal for one displayed.

14. In case of a pilot refusing to embark in a vessel demanding one, he is to lose his turn, the circumstance to be noted in the Log at the time, and signed by the senior pilot and the master. The pilot so refusing is to return to Dover in the steamer, and the circumstance, with copy of entry in the Log, to be immediately reported to Superintendent, who will use his discretion in dealing with the case.

15. The forecastle, being solely for the accommodation of the crew, is not to be used by the pilots.

16. The engineer will keep a Log on the form appointed, which he will submit for Superintendent's inspection on each return to Dover.

17. The steamer when leaving Dover will hoist the pilot flag, and supply any vessel requiring a pilot, although she may not have reached her station off Dungeness.

General Orders.

18. Any pilot who may become incapable by illness from taking his turn for duty must procure from his medical attendant a certificate stating his complaint.

19. A pilot who may be unable, from temporary illness, to take his turn for duty, must report such inability, and will not be allowed to "sign on" again until twenty-four hours have elapsed from the time of his so reporting himself.

20. A pilot not taking his turn, or absenting himself from the station, when required for duty, without giving previous notice to the Clerk, will be liable to the suspension of his licence during the pleasure of the Board, to whom such occurrence shall be immediately reported by the Superintendent.

21. Royal yachts to be considered as special turns.

22. No pilot is to be shipped from the shore by a boat to vessels to the westward of the Admiralty Pier at Dover whilst the pilot steamer or ketch is off the port and underweigh.

23. A pilot demanded for a vessel by boat is to consider himself attached to such vessel for four hours. At the end of such time, if unable to be shipped, he may again place his name first on the List for duty.

24. The pilots on duty at the Tower and station are to be responsible for the Log Slates being properly kept, and the colours shown to the Trinity vessels passing.

25. All communications which the pilots may wish to make to the Corporation on pilot service are to be made through the Superintendent at Dover, who is at all times to be treated with the respect due to his position.

26. Pilots shipped in vessels and not carrying them as a river turn are, on their return to the station, to be placed first on the List for duty.

27. The four pilots first for duty on the Roster are to be in attendance at the Tower and House by night and day.

28. A pilot failing to display his flag on board any vessel of which he has charge shall be liable to pay the boat hire incurred by any pilot who may be induced to go off to such vessel, and shall not be allowed on his return to his station to "sign on" again until 48 hours have elapsed after reporting his return to the Clerk.

29. A pilot suing the master of a vessel for an offence against the Pilotage Laws shall be allowed the amount of fine, less shipping money if recovered, and it shall not count as a turn.

By command of the Corporation,

J. INGLIS, Secretary.

Trinity House London,
12th January, 1892.

(*f*) RULES AND REGULATIONS TO BE OBSERVED BY THE RIVER PILOTS, LICENSED BY THE CORPORATION OF TRINITY HOUSE, IN CONDUCTING THE SERVICE AT GRAVESEND, UNDER THE SYSTEM OF ROTATION, ESTABLISHED IN 1816. BY THE MASTER, WARDENS, AND ASSISTANTS OF THE CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

The Corporation having appointed a Ruler of the Pilot Establishment at Gravesend, whose Duty it is to supervise and regulate the Conduct of the River Pilots —to carry into effect the Principle of rotationary Employment—to hear and determine such differences as may arise between the Pilots—to prevent complaints from the Masters of Vessels on the ground of their not being regularly supplied with Pilots on their Arrival at Gravesend, and also to prevent the Employment of unlicensed Persons to the prejudice of the Pilots, and the Corporation having revised and considered the several Rules and Regulations which have from time to time been made in this respect, and consolidated the same into one Code as follows, have directed the Ruler to take especial Care that the said Rules and Regulations are duly observed by all the Pilots under his Supervision, and to report any Transgression, Neglect or Inattention thereof which he may deem to require the Notice and Judgment of the Board. And all the River Pilots are hereby directed and required strictly to observe and to pay exact Obedience to such Rules and Regulations, and to represent to the Ruler, in writing, accompanied by proper Vouchers of the facts, any infringements upon their turns and tour of Duty under the same, of which they may have to complain, in order that if needful the particulars thereof may be transmitted to this House for the Board's Consideration.

Rules and Regulations.

I. All River Pilots attending at Gravesend for the Purpose of taking Charge of Ships upward, whether by Choice or in Rotation, shall, on their Arrival, give in their Names at the Ruler's Office; and every Pilot shall immediately on his return from taking up a Vessel, report the same to the Ruler in the Form provided for that purpose.

II. The Ten Pilots first in Rotation for Day Duty, and the next ten Pilots for Night Duty shall sign the Attendance Book provided for the purpose on their arrival, and shall not absent themselves without giving Notice to the Ruler.

III. The Hours of Attendance for the Pilots on turn for Day Duty shall be from Six o'clock in the Morning until six o'clock in the Evening; and for Night Duty from Six o'clock in the Evening until Six o'clock in the morning.

IV. The Pilot-Vessel shall be in attendance at the Pier from 6 a.m. until 6 p.m., and the Night Boat from 6 p.m. until 6 a.m.

V. The Pilot-Vessel shall, immediately after a Vessel requiring a Pilot is cleared by the Customs and Port Sanitary Authorities, proceed alongside to supply her with a Pilot, if and when all the Pilots are shipped from the Pilot-Vessel the Blue Peter is to be at half-mast, when the Vacancies shall be filled up by the Pilots next

in turn. At the close of the day the Master of the Pilot Vessel shall hand to the Ruler a list of the Pilots shipped.

VI. If by any Artifice, Collusion, or Manœuvre, a Pilot boards a Ship to the prejudice of another, the Pilotage shall, upon proof thereof, be either wholly surrendered to the injured party, or divided, as circumstances may warrant.

VII. No Pilot who shall have taken up a Vessel upon a Choice-Letter, shall be entitled to a Turn from the Pilot-Vessel until every other Pilot shall have had either a Turn or a Choice-Vessel; and any Pilot who shall not be ready on the Arrival of his Turn, or who shall evade or refuse to take Charge of the Vessel falling to him, shall forfeit such Turn of Employment.

VIII. No Pilot shall go afloat below the Town of Gravesend to take Charge of a Vessel during the Day unless he has a Choice-Letter for such Vessel duly authenticated by the Ruler.

IX. The Pilots in Turn shall be in attendance at the Station, and go off to any Vessels that may have anchored in the Reach, at or below Gravesend, in the night; but if any Vessel has passed Tilbury Fort without a Pilot, any Pilot that is in the way may take charge of such Vessel to prevent her Detention, nor shall he be superseded by any Turnman.

X. Any Pilot taking Charge of a Vessel in his Turn, of Eight Feet Draught of Water or under, shall be entitled to another Vessel on the same Turn; and such second Vessel shall be the tenth which may arrive after he shall have reported himself to the Ruler, and his position on the List shall have been arranged by him.

XI. None but the Pilots in Rotation, or having Choice-Letters, shall presume to go on board a Pilot-Vessel when proceeding down, or follow her in their own or any other boats.

XII. No Pilot shall go on board a Vessel subject to the Quarantine Laws, in the Night, with a view of remaining therein and keeping the Charge of her from the Pilot in Turn.

XIII. Pilots not in Turn boarding a Vessel below the Terrace Pier, Gravesend, shall not be allowed to retain the Charge if any Turnman offer on the Vessel's arriving off that place, where the Turnmen are to assemble and go off in Rotation as Vessels arrive; but if they persist in keeping Charge they shall refund the Pilotage to the Turnman offering.

XIV. If a Pilot from the Vessel, or any Turnman take charge of a ship from below to Gravesend, and a Pilot with a Choice Letter supersede him, the Pilot so superseded shall stand first on the List for the succeeding Day.

XV. No Pilot shall be uncivil to or insult the Master of the Pilot-Vessel, or constrain or persuade him to any Act or Proceeding contrary to his Duty and the Regulations of the Service.

XVI. The System of Rotation shall apply to every Ship in the Royal Navy wanting a Pilot, but if all the Pilots be afloat, the Ruler shall, in his discretion, send the Pilot he thinks most competent, if unemployed, and such Pilot shall not lose his Rotation upon his return from that Duty.

XVII. Such Pilot or Pilots in Turn, who are not shipped from the Station at Gravesend, or who have returned in the Pilot-Vessel, shall attend at the Ruler's Office every Evening, at any Hour, of which Notice shall be given, to arrange the Rotation List for the following day.

XVIII. Any pilot who may be selected to take charge of a Vessel not regularly employed in the Coasting Trade of the United Kingdom, shall obtain a "Choice Letter" for such Vessel, duly signed by the Owner, Master, or *bonâ fide* Agent thereof, and when the same has been stamped, and the established fee paid at this House, it shall be handed to the Ruler for his authority to be endorsed thereon, for the Pilot to act on such "Choice Letter," and any Pilot taking charge of a Vessel on a "Choice-Letter" given him by any person not being the Owner, Master, or *bonâ fide* Agent thereof, shall, if the Corporation see fit, forfeit the Pilotage of such Vessel, which shall be applied to the purposes of the Pilots' Fund.

XIX. No Pilot, whether having a "Choice Letter" or not, shall board any Vessel until the same has been cleared by the Officers of Her Majesty's Customs; and should this Order be disregarded, the Pilot so offending shall be superseded by the first-turn man.

XX. Every Pilot for the London District, when on duty, shall wear the Uniform prescribed by the Corporation.

XXI. The Ruler shall receive all Complaints, and such as he may not be able to adjust shall be forwarded by him to the Corporation for hearing and determination.

XXII. Every Pilot who shall offend against any or either of the foregoing Regulations will be liable to have his licence revoked and annulled, or suspended at the discretion of the Corporation.

The aforegoing Rules and Regulations are to take effect on the 1st January, 1901.

By Command of the Corporation,

CHAS. A. KENT, Secretary.

Trinity House, London, December, 1900.

(*g*) RULES AND REGULATIONS TO BE OBSERVED BY THE CHANNEL PILOTS, LICENSED BY THE CORPORATION OF TRINITY HOUSE, IN CONDUCTING THE SERVICE AT GRAVESEND. BY THE MASTER, WARDENS, AND ASSISTANTS OF THE CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

The Corporation having been pleased to order that the ruler of the pilot establishment at Gravesend shall supervise the Channel pilots, licensed after the 1st day of October, 1853, and shall carry into effect a principle of rotationary employment by such pilots, and hear and determine such differences as may arise between the said Channel pilots with a view of preventing complaints from the masters of vessels of their not being regularly supplied with pilots on their arrival at Gravesend, and also of preventing the employment of unlicensed persons to the prejudice of the pilots. The ruler for the time being is hereby required to take especial care that the following rules and regulations are duly observed by all the Channel pilots under his supervision, and to report any transgression or neglect thereof which he may deem to require the notice and judgment of the Board. And all the said pilots are hereby ordered and required strictly to observe and to pay exact obedience to the said rules and regulations, and to represent to the ruler in writing, accompanied by proper vouchers of the facts, any infringements thereof, or upon their turns, and the tour of duty prescribed thereby, of which they may have to complain, in order that if needful the particulars thereof may be transmitted by him for the consideration of the Board.

Rules and Regulations.

I. All Channel pilots licensed after the 1st day of October, 1853, attending at Gravesend for the purpose of taking charge of ships downward, whether by choice or in rotation, shall on their arrival give in their names at the Ruler's Office, and every pilot shall immediately on his return from piloting a vessel report the same to the Ruler, in the form provided for that purpose.

II. The first, second, and third pilots in rotation for each Channel shall be in attendance for day duty, and the 11th, 12th, and 13th pilots in rotation for each Channel shall be in attendance for night duty, and shall not absent themselves without giving notice to and obtaining the sanction of the Ruler.

Should there, however, be a sufficient number of volunteers for night duty the Ruler is authorised to exempt from such duty either or all the pilots on turn.

III. The hours of attendance for the pilots on turn for day duty shall be from 6 a.m. until 6 p.m., and for night duty from 6 p.m. until 6 a.m.

IV. The pilots in turn for each Channel shall on each evening attend at the Ruler's Office, and the three pilots next in turn for each Channel shall be in attendance to receive the instructions of the Ruler in the event of a further supply of pilots being required, in order that vessels may not be delayed for want of pilots.

Appendix.
23rd Day, No. 4—continued.

V. The pilot boat when returning for more pilots shall hoist a blue flag when South Channel pilots, and a red flag when North Channel pilots are required, thus intimating the class of pilots required to join her.

VI. The cruising ground for the pilot boat shall not be higher up than Northfleet Hope.

VII. The pilot boat shall return in the evening to her station, when there are no more vessels in sight in want of pilots, and shall be there in the morning ready to proceed up the river if required.

VIII. In the event of the six pilots for either Channel being shipped, a selection of as many as may be necessary shall be made by the Ruler, in rotation if possible, in time for vessels that may be coming down.

IX. If by any artifice, collusion, or manœuvre a pilot board a ship to the prejudice of another, the pilotage shall, upon proof thereof, be either wholly surrendered to the injured party or divided, as circumstances may warrant.

X. Pilots licensed for both Channels shall take their respective turn for each Channel.

XI. A pilot who shall have taken a vessel by selection of the owner, agent, or master shall on his return be placed at the bottom of the list for the Channel down which he shall have piloted such vessel, and any pilot who shall not be ready on the arrival of his turn, or who shall evade, refuse, or neglect to take charge of the vessel falling to him, shall forfeit such turn of employment.

XII. Any pilot shipped in his turn, who shall be detained in piloting a vessel, and thereby prevented from taking his place on the rotation list for employment, shall, on his return, take the first turn for duty, provided he satisfactorily account to the Ruler for such delay.

XIII. Any pilot selected by the owner, agent, or master of a vessel shall obtain a letter signifying such selection on a form on which his name has been placed and initialled by a clerk of the Pilotage Department, shall then apply at the Trinity House for the official stamp to be placed thereon, and pay a fee of 10s. (which fee will be returned if the said letter is acted on or proof produced that special circumstances have arisen which has prevented his doing so).

No pilot having obtained a choice letter shall act thereon until he shall have handed the same to the Ruler and have been declared off turn.

XIV. No pilot shall go afloat above the pilot boat to any vessel, unless he has been selected for such vessel.

XV. If any vessel has passed the pillar at the entrance of the canal at Gravesend, marking the boundary of the Port of London, without a pilot, any pilot that is in the way may take charge of such vessel to prevent her detention, nor shall he be superseded by any turnman.

XVI. Pilots not on turn boarding a vessel above the pillar at the entrance of the canal at Gravesend, marking the boundary of the Port of London, shall not be allowed to retain the charge thereof if any turnman offers, except when such pilot boarded the vessel in consequence of no pilot having a priority of claim for a turn himself, being at the station.

XVII. Any pilot who may, from being called as a witness, or from having to attend a Court of Justice on matters relating to pilotage, have lost his turn of employment, shall, upon proof thereof, be entitled to the first turn for duty.

XVIII. The coxswain of the boat shall keep a Log Book, and enter therein the name of every pilot shipped, together with the time of his shipment, the said book to be produced to the Ruler when required by him, and be open for inspection by the said pilots at all reasonable hours.

XIX. Every pilot who shall offend against any of the foregoing regulations will be liable to have his licence revoked and annulled, or suspended, at the discretion of the Corporation.

The aforegoing rules and regulations are to take effect on the 8th day of April, 1867.

By command of the Corporation,

P. H. Berthon,

Secretary.

(*h*) Regulations made by the Corporation of Trinity House, for the Conduct of the Pilotage Service of the Port of London, in Pursuance of the Provision Contained in the 6th Section of the Act of Parliament, 16th and 17th Victoria, Cap. 129.

Approved by Order of Her Majesty in Council, dated the 18th February, 1854.

1st. In Relation to the Pilotage Inwards, from the Downs, etc., to London.

I. The present system of Rotationary Employment shall continue in force.

II. Every London Pilot on his landing at Dover or Deal, as the case may be, from a Vessel which he shall have Piloted downwards, shall report himself, together with the particulars of the Vessel he shall have so Piloted, to the Ruler thereat, and if he be desirous of obtaining a return Vessel to Pilot inwards, or his services be required to supply any deficiency in the number of Pilots at the Station, his name shall be placed at the bottom of the List for Rotationary Employment, either in the Cutter or from the Shore, as the Ruler may see fit; the number of London Pilots on each Rotationary List at one time being regulated by the Rulers, according to their discretion, with regard to the prevention of inconvenience to the Service in London, as well as at the respective Stations.

III. London Pilots Shipped from the Cutters shall pay to the Cutters' Fund the Boarding Money chargeable in each case.

IV. Pilots coming round from the Isle of Wight, in the charge of Ships, which would have been supplied from the Cutters, shall pay the Cutters' Fund the Boarding Money with which the Ship would have been chargeable had she taken a Pilot from the Cutter at Dungeness.

2nd. In Relation to the Pilotage Outwards from Gravesend to the Downs.

I. The present system of selection of their own Pilots by the Owners, Masters, or Agents, shall be left undisturbed.

II. Every Cinque Ports Pilot shall, on his landing from a Vessel at Gravesend or London, report himself, together with the particulars of the Vessel he shall have Piloted up, to the Ruler, or at the Trinity House, as the case may be, and if he be desirous of obtaining a return Vessel to Pilot Outwards, and there shall be any Vessels for which applications for Pilots shall have been made, either to the Ruler, or at the Trinity House, he shall be appointed in turn to one of such Vessels.

III. Any Cinque Ports Pilot who having brought up a Vessel may be selected by the Owner, Agent, or Master of an Outward-bound Vessel, to Pilot such Vessel down, shall be at liberty to do so, subject to the Regulation next hereinafter provided, and shall send to the Trinity House the particulars of the said Vessel.

IV. In the event of any Cinque Ports Pilot, who may take a Vessel Downwards, not having returned to his Station in time to take his turn for a Ship Upwards, such turn shall be taken by the next Pilot in Rotation, and his name shall be placed at the bottom of the Rotationary List.

(*i*) Quarantine Instructions and Regulations for Pilots.

Approved by Order of the Lords of the Privy Council, dated the 6th March, 1851.

All Vessels coming from any of the following Places, are, with their Cargoes and all Persons on board thereof, to be considered as liable to perform Quarantine, viz.:—

1st. From the Mediterranean.

2nd. From any other Port or Place from whence Her Majesty by and with the Advice of Her Privy Council, shall hereinafter adjudge and declare it probable that the Plague or any other Infectious Disease or Distemper, highly dangerous to the Health of Her Subjects, may be brought.

3rd. From any Port or Place whatever, if arriving under any alarming or suspicious circumstances as to infection.

On boarding any Vessel coming from Foreign Parts the Master is to give you, as required by law, a written

Paper, containing a true account of the Names of the Place and Country at which such Vessel shall have loaded, and also of all the places at which she shall have touched on the homeward Voyage, on pain of forfeiting the Sum of One Hundred Pounds; and if any Proclamation, or Order of Her Majesty in Council, shall have been made since the departure of the Vessel from the United Kingdom, or the Islands of Guernsey, Jersey, Alderney, Sark, or Man, and shall be then in force subjecting the Vessel to the performance of Quarantine, you are required immediately to give notice thereof to the Master on forfeiture of the Sum of One Hundred Pounds for any neglect therein; and the Master is thereupon required to hoist the proper Signal, and keep it flying until he shall receive instructions from the Officer of Customs upon arrival at the Port of destination.

You will particularly observe that, in the event of the Master of any Vessel boarded by you from the Mediterranean being furnished with a Foul Bill of Health, you must conduct her forthwith to the Quarantine Station nearest to her Port of destination, viz.: Bromboro' Pool, Liverpool—the Motherbank, Isle of Wight—or Standgate Creek, to be placed under charge of the Quarantine Officer of the Station.

You will observe also, that any Vessel which in the course of her voyage has touched at any Port or place in the Mediterranean, and has afterwards been admitted to Free Pratique or Entry at any Port or Place in Europe, outside the Straights, or in America, is not liable to Quarantine unless under some suspicious circumstances as to infection.

You are to remain on board the Vessel in which you are acting as Pilot when liable to Quarantine, in the same manner as any of the Officers, Crew, or Passengers; and not to quit it before or after the arrival, either by going on shore, or by going on board any other Vessel or Boat, with intention to go on shore, until the Vessel is regularly discharged from Quarantine, unless by permission of the Superintendent of Quarantine, on forfeiture of the Sum of Three Hundred Pounds and Six Months' Imprisonment.

(*j*) Regulations with Regard to Pilots Licensed for the River Between London Bridge and Gravesend.

Trinity House, London,
May, 1873.

Sir,—I am directed to acquaint you that the Board has been pleased to order that on and after the 12th inst., the following regulations shall be observed by all pilots licensed for the River Thames, between London Bridge and Gravesend:—

1st, That any pilot who may be selected to take charge of a vessel not regularly employed in the coasting trade of the United Kingdom, shall obtain a "choice letter" for such vessel, duly signed by the owner, master, or *bonâ-fide* agent thereof, and when the same has been stamped, and the established fee paid at this House, it shall be handed to the ruler for his authority to be endorsed thereon, for the pilot to act on such "choice letter."

2nd, That any pilot taking charge of a vessel on a "choice letter" given him by any person not being the owner, master, or *bonâ-fide* agent thereof, shall, if the Corporation see fit, forfeit the pilotage of such vessel, which shall be applied to the purposes of the Pilots' Fund.

3rd, That no pilot, whether having a "choice letter" or not, shall board any vessel until the same has been cleared by the officers of Her Majesty's Customs; and should this order be disregarded, the pilot so offending shall be superseded by the first turnman.

I am, Sir, your humble servant,

Robin Allen,
Secretary.

Mr._____

River Pilot.

(*k*) Regulations as to Pilot Flags.

Trinity House, London,
19th March, 1853.

Sir,—The Board having been pleased to direct that every pilot for the Port of London shall immediately upon boarding a vessel, and taking charge thereof, hoist a flag under the Ensign, or on some other conspicuous place, but not on the fore royal mast head, and keep the same flying during the time he so remains in charge; the flag to be the regular pilot flag, red and white; for the first-class pilot, horizontal; for the second-class pilot, vertical (as above), the size of the flag to be 6 feet by 4 feet.

I hereby communicate the same to you, and require you to provide yourself with such flag, with as little second-class pilot, vertical, the size of the flag to be 6 feet by 4 feet.

I am, Sir, your humble servant,

J. Herbert,
Secretary.

N.B.—River pilots who have charge of vessels downwards shall, on arriving in Northfleet Hope, display the usual signal for a pilot, on board all vessels requiring the services of a Channel pilot, or shall lower their own flags.

Appendix.
23rd Day.
No. 5.

5.—Forms of Reports used by Pilots in the Port of London.

(Handed in by Captain George Rawlinson Vyvyan on the Twenty-third Day. See Question 8573.)

(a) Report as to Collision.

N.B. Should any decision be given in a Court of Law in respect of this Collision, the same is to be reported on one of the Forms provided for that purpose.

(P 655)

190 .

Sir,

In compliance with the Board's Order, dated July, 1862, I beg to report that the undermentioned Vessel, while under my charge, was in collision with the

I am, Sir,
Your most obedient Servant,

The Secretary,
Trinity House, London, E.C.

Pilot.

Vessel's Name - - - - -
Draft of Water - - -
Where from and where bound - -
Time (state day and hour) - -
State of the Weather - - -
Direction of the Wind - - -
Time of Tide - - - - -
Place of Occurrence - - - -
How did the Collision Occur - -

Were Lights in accordance with Regulations.

Signals made with Steam Whistle (or Horn).

What Look-out, and where placed -

Rate of Speed before and at the time of Collision.

Under what Sail

Course Steering - -

Any alteration to Helm, and at what time.

Part of each Vessel injured, and to what extent

(b) Report as to Decision of Court in Respect of Collision.

18 .

(P 1299)

Sir,

In compliance with the Board's Order, dated April, 1879, I beg to report that proceedings have been taken in respect of a collision which occurred

on the

between the

and the

in the Court,

and that the decision of the said Court was

I am, Sir,
Your most obedient Servant,

The Secretary,
Trinity House, London, E.C.

Pilot.

(c) Report as to Vessel Grounding.

Note.—The position of the Vessel, when aground, to be by Cross Bearings of objects.

(P 536)

189

Sir,

In compliance with the Board's Order, dated 28th October, 1853, I beg to report that the undermentioned Vessel touched the ground while under my charge.

I am, Sir,
Your most obedient Servant,

The Secretary,
Trinity House, London, E.C.

Vessel's Name - - - - -
Draft of Water - - - -
Where from and where bound - -
Time (state day and hour) - -
State of the Weather - - -
Direction of the Wind - - -
Time of Tide - - - - -
Place of Occurrence - - - -
Cause of Occurrence - - - -

Was the Lead kept going before grounding.

What Look-out, and where placed -
Under Steam or what Sail - -
Going at what speed - - -
Course Steering - - - -
Bearings and distances of Objects when aground.
How long was Vessel aground - -
How got off, and whether damaged -

(d) Report as to Loss of Anchor and Cable.

(P 535)

18 .

Sir,

In compliance with the Board's Order, dated 4th November, 1853, I beg to report the undermentioned particulars attending the loss of an Anchor and Cable.

I am, Sir,
Your most obedient Servant,

The Secretary,
Trinity House, London, E.C.

Vessel's Name - - - - -
Draft of Water - - - -
Where from and where bound - -
Time (state day and hour the Casualty occurred).
State of the Weather - - -
Direction of the Wind - - -
Time of Tide - - - -
Place of Occurrence (denoted by Cross Bearings if obtainable).
How did the Casualty occur? (If coming to an Anchor, state speed.)
Under Steam or what Sail at time of Casualty.
If at Anchor, quantity of Cable Riding by.
Whether Slipped or Parted - -
If Slipped, state why - - -
Quantity Lost - - - - -
If Replaced, state how - - -

6.—TABLE of the RATES of PILOTAGE in the PORT OF LONDON

Appendix.

23rd Day, No. 6.

6.—TABLE of the RATES of PILOTAGE

(Handed in by Captain George Rawlinson Vyvyan

To be Demanded and Received by Pilots licensed by the Corporation of Trinity House of Deptford Strond, or 17 and 18 Victoriæ, cap. 104, and 57 and 58 Victoriæ, cap. 60, for piloting Ships and Vessels

FROM	TO	8 feet and under.	9 feet.	10 feet.	11 feet.	12 feet.
South Channel.		£ s.	£ s.	£ s.	£ s.	£ s.
The Isle of Wight and *vice versâ*.	The Downs - - - - - - -	3 6	3 12	4 0	4 6	4 14
Off Dungeness to off Folkestone, the Church bearing N.N.W. by compass, and *vice versâ*.	- Ditto - - - - - - -	0 18	1 0	1 2	1 4	1 6
Off Folkestone to the South Foreland—the Lights in one—and *vice versâ*.	- Ditto - - - - - - -	0 12	0 14	0 16	0 18	0 18
The Downs and *vice versâ* -	Ramsgate - - - - - - -	0 15	0 17	0 18	1 0	1 2
The Downs and *vice versâ* -	Margate Roads or Tongue Light Vessel	1 10	1 13	1 17	2 1	2 4
Margate Roads or Tongue Light Vessel and *vice versâ*.	Gravesend - - - - - -	3 12	4 1	4 10	4 18	5 6
The Downs and *vice versâ* -	The Nore or Warps - - - -	3 0	3 7	3 14	4 1	4 8
	Sheerness, Stangate Creek, or Blackstakes.	3 8	3 18	4 6	4 16	5 4
	Thames Haven - - - - -	3 7	3 17	4 6	4 16	5 5
	Gravesend or Chatham - -	3 18	4 8	4 19	5 10	6 0
North Channel.						
Gravesend - - - -	Orfordness or Sunk Light Vessel -	3 18	4 8	4 19	5 10	6 1
The Sea, Orfordness, or Sunk Light Vessel.	Gravesend - - - - - - -	4 6	4 18	5 10	6 2	6 14
The Sea, Orfordness, or Sunk Light Vessel and *vice versâ*	The Nore or Warps - - - -	3 6	3 14	4 2	4 10	4 18
	Sheerness, Stangate Creek, or Blackstakes.	3 16	4 6	4 16	5 6	5 16
	Thames Haven - - - - -	3 14	4 5	4 16	5 6	5 17
	Chatham - - - - - - -	4 6	4 18	5 10	6 2	6 14
The Nore, or Warps, and *vice versâ* - - - -	Sheerness, Stangate Creek, or Blackstakes.	0 18	1 0	1 2	1 4	1 6
	Chatham or Rochester - - -	1 16	1 18	2 2	2 8	2 14
	Gravesend - - - - - - -	1 14	1 16	2 0	2 4	2 7
Sheerness, Stangate Creek, or Blackstakes and *vice versâ*.	Chatham or Rochester - - -	1 11	1 13	1 14	1 18	2 0
	Gravesend - - - - - - -	2 2	2 6	2 10	2 14	3 0
Rochester or Chatham and *vice versâ*.	- Ditto - - - - - - -	2 16	3 0	3 4	3 8	3 12
Thames Haven (inwards only)	- Ditto - - - - - - -	0 18	1 0	1 2	1 4	1 6
Gravesend Reach and *vice versâ* - - - - -	Tilbury or Broadness - - - -	0 10	0 10	0 10	0 12	0 14
	Above Broadness to Greenhithe or Dartford Creek.	0 12	0 15	0 18	1 2	1 6
	Above Dartford Creek to Erith or Dagenham Breach.	0 18	1 0	1 4	1 7	1 11
	Above Dagenham Breach to Royal Albert Dock or Woolwich Steam Ferry.	1 0	1 4	1 11	1 16	2 2
	Above Woolwich Steam Ferry to Deptford Cattle Market.	1 2	1 7	1 13	1 18	2 4
	Above Deptford Cattle Market to Docks or Wharves or London Bridge.	1 5	1 11	1 16	2 2	2 7
Greenhithe or Long Reach and *vice versâ* - - -	Above Dagenham Breach to Royal Albert Dock or Woolwich Steam Ferry.	0 14	0 18	1 2	1 6	1 9
	Above Woolwich Steam Ferry to Deptford Cattle Market.	0 16	1 0	1 4	1 7	1 11
	Above Deptford Cattle Market to Docks or Wharves to London Bridge.	1 2	1 6	1 9	1 15	2 0
Erith Reach and *vice versâ* -	Deptford Cattle Market - - -	0 14	0 18	1 2	1 5	1 9
	Moorings, London Docks and Docks and Wharves above Deptford Cattle Market.	1 0	1 4	1 7	1 11	1 14
Woolwich or Blackwall and *vice versâ*.	Moorings, London Docks and Docks and Wharves above Deptford Cattle Market.	0 16	0 18	1 0	1 2	1 6

For taking a Vessel into or out of Ramsgate, Margate, Dover, or Sandwich Harbours, 5s. per foot of the Vessel's Draft of Water.

For Vessels exceeding 24 feet an increase in the Rates for each foot or part of a foot, in the same proportion as between 23 and 24 feet.

The several Rates and Prices specified above are subject to a reduction of one-fourth part, in respect of Vessels pro-

in the PORT OF LONDON.

on the Twenty-third day. See Question 8652.)

acting as such under the authority of the Acts of Parliament 6 Geo. IV., cap. 125, 16 and 17 Victoriæ, cap 129 within the limits in the said Table mentioned, from and after the 1st day of January, 1900.

13 feet.	14 feet.	15 feet.	16 feet.	17 feet.	18 feet.	19 feet.	20 feet.	21 feet.	22 feet.	23 feet.	24 feet.
£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.
5 1	5 8	5 17	6 6	6 15	7 13	8 11	9 13	10 14	11 16	12 10	13 12
1 7	1 9	1 13	1 16	2 0	2 4	2 7	2 14	3 2	3 9	3 14	4 0
1 0	1 2	1 6	1 9	1 12	1 16	2 0	2 5	2 10	2 16	3 0	3 5
1 4	1 6	1 8	1 10	1 13	1 16	2 0	2 5	2 10	2 14	3 0	3 6
2 8	2 11	2 16	3 0	3 5	3 13	4 1	4 10	4 19	5 8	5 13	6 2
5 15	6 3	6 16	7 10	8 2	9 0	9 18	11 2	12 4	13 6	14 2	15 5
4 16	5 3	5 12	6 1	6 10	7 6	8 2	9 0	9 18	10 16	11 8	12 5
5 14	6 2	6 14	7 4	7 15	8 13	9 11	10 14	11 18	13 1	13 17	15 0
5 15	6 4	6 15	7 5	7 15	8 11	9 6	10 10	11 14	12 16	13 12	14 15
6 12	7 2	7 15	8 8	9 0	9 18	10 16	12 3	13 10	14 17	15 15	17
6 12	7 2	7 15	8 8	9 0	9 18	10 16	12 3	13 10	14 17	15 15	17 2
7 6	7 18	8 12	9 6	10 0	11 0	12 0	13 10	15 0	16 10	18 0	19 10
5 6	5 14	6 4	6 14	7 4	8 2	9 0	10 0	11 0	12 0	13 0	14 0
6 6	6 16	7 8	8 0	8 12	9 12	10 12	11 18	13 4	14 10	15 16	17 2
6 8	6 18	7 10	8 1	8 12	9 10	10 7	11 13	13 0	14 5	15 11	16 17
7 6	7 18	8 12	9 6	10 0	11 0	12 0	13 10	15 0	16 10	18 0	19 10
1 8	1 10	1 14	1 18	2 2	2 6	2 10	2 14	2 18	3 2	3 6	3 10
2 16	3 0	3 6	3 12	4 0	4 6	4 12	5 0	5 12	6 0	6 10	7 0
2 11	2 14	3 2	3 9	3 16	4 2	4 10	5 1	5 12	6 3	6 10	7 0
2 5	2 0	2 15	3 0	3 6	3 12	4 0	4 10	5 0	5 8	5 12	6 0
3 5	3 10	3 15	4 0	4 5	4 10	5 0	5 10	6 0	6 10	7 0	7 10
3 16	4 0	4 8	4 16	5 4	5 10	6 0	6 10	7 0	7 15	8 10	9 0
1 8	1 10	1 14	1 18	2 0	2 2	2 5	2 10	2 16	3 0	3 5	3 10
0 16	0 18	1 0	1 2	1 4	1 6	1 8	1 10	1 14	1 18	2 2	2 6
1	1 12	1 16	2 0	2 4	2 7	2 11	2 14	3 0	3 8	3 14	4 1
1 15	18	2 4	2 9	2 14	3 2	3 9	4 0	4 10	5 1	5 7	5 16
2 7	2 15	2 18	3 3	3 9	3 16	4 3	4 16	5 8	6 1	6 10	7 0
2 9	2 14	3 0	3 5	3 10	3 18	4 5	4 19	5 14	6 8	6 19	7 13
2 13	2 18	3 5	3 12	4 0	4 8	4 18	5 16	6 13	7 11	8 4	9 2
1 13	1 16	2 2	2 7	2 13	3 0	3 7	4 0	4 12	5 5	5 14	6 7
1 14	1 18	2 5	2 12	3 0	3 7	3 14	4 7	4 19	5 12	6 1	6 14
2 5	2 11	2 18	3 5	3 12	4 0	4 7	4 19	5 12	6 4	6 14	7 6
1 13	1 16	2 2	2 7	2 12	2 18	3 3	3 10	3 18	4 5	4 10	4 16
1 18	2 2	2 7	2 12	2 18	3 2	3 5	3 12	4 0	4 7	4 12	4 19
1 9	1 13	1 16	2 0	2 4	2 7	2 11	2 14	2 18	3 0	3 2	3 6

pelled by steam, and Vessels towed by Steam Vessels, provided that if any such Vessel shall be propelled by steam, or towed by a Steam Vessel for a part only of the distance for which any such Rate or Price may be payable, the reduction of one-fourth shall be made on such part only of the said Rate or Price as shall be proportionate to the distance so propelled or towed.

Inward-bound Vessels discharging a Pilot at Thames Haven, to pay him 10s. for Travelling Expenses

Appendix.
23rd Day, Nos. 6—continued and 7.

FOR PUTTING A PILOT ON BOARD A VESSEL.

	60 tons and under 150.	150 tons and under 250.	250 tons and under 400.	400 tons and under 600.	600 tons and under 1,000.	1,000 tons and under 2,000.	2,000 tons and upwards.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
From hired cutters or from the shore.	1 0 0	1 5 0	1 10 0	2 0 0	2 10 0	3 3 0	3 3 0
From the Corporation's vessels.	0 15 0	1 0 0	1 5 0	1 10 0	2 2 0	2 10 0	2 15 0

Vessels bound to the Medway to pay one-half the boarding money when supplied with a pilot in the vicinity of the Nore Light Vessel.

The additional rate, for immediate portions of a foot, in the draft to be regulated as follows, viz. :—

For three inches and under	No addition.
For more than three inches and under nine inches	The medium between the two rates.
For nine inches and upwards	The rate for the next foot.

For removing a ship or vessel from her moorings or from the river into a dry or wet dock, or from one part of the river to another part of the river not specified and not provided for in the above scale of rates; or for mooring or unmooring a vessel with two anchors; or for mooring at a wharf with head and stern rope; or for putting a vessel alongside a pier, wharf or at buoys and remaining while cattle or merchandise are being discharged or taken on board; or for mooring vessels laden with petroleum in accordance with the harbour regulations: or for attendance while adjusting compasses, the following charge may be made in addition to the pilotage, viz. :—

	£ s. d.
For a ship under 500 tons	0 10 0
For a ship of 500 to 1,000 tons	0 15 0
For a ship of 1,000 to 2,000 tons	1 0 0
For a ship of 2,000 to 3,000 tons	1 5 0
Above 3,000 tons	1 10 0
Attendance per tide (by request)	0 10 0

DISTANCE PILOTAGE (VOLUNTARY).—For any distance outside the limits mentioned in the above table, one shilling per mile for the first one hundred miles and sixpence per mile beyond that distance.

Approved by Her Majesty in Council,

At the Court at Windsor, the 28th day of November, 1899.

(*Signed*) A. W. FITZROY.

7.—TABLE showing the IMPORTS to the UNITED KINGDOM and to LONDON of CERTAIN ARTICLES in the Years 1879 and 1899.

(*Handed in by Mr. J. Innes Rogers on the Twenty-third Day. See Question 8685.*)

	Imports to United Kingdom.		Imports to London.		London Percentage.		Re-exports from London.	
	1879.	1899.	1879.	1899.	1879.	1899.	1879.	1899.
Coffee Cwt.	1,609,386	974,793	1,449,245	603,367	90·04	61·89	1,154,823	671,928
Currants, Cwt.	1,148,512	1,170,934	764,860	506,400	66·59	43·24	137,409	27,452
Raisins, Cwt.	585,538	702,774	392,457	371,365	67·02	52·84	47,345	24,115
Wool, Lbs.	417,110,099	690,002,669	333,757,743	498,786,301	80·16	72·28	158,592,829	91,799,525
Hides, Cwt.	1,011,991	1,210 273	578,306	475,424	57·14	39·28	373,252	248,949

Appendix. 23rd Day No. 8.

8.—Copy of Claims made for Discount by Messrs. Travers and Sons under the Shipping Ring Agreement.

(Handed in by Mr. J. Innes Rogers on the Twenty-third Day See Question 8691.)

(a) British India Steam Lines.

To be signed by the Merchant owning the Goods.

1st June, 1901.

To Messrs. Gray, Dawes & Co., Agents,
British India Steam Lines.

Gentlemen,

Annexed we beg to hand you a List of Shipments by the Steamers of your Line from London and Coast Ports during the four months ended 31st January, 1901, on the freight of which we are entitled to a Rebate of 10 per cent., in accordance with your Circular of the 1st February, 1899, not having made or been interested in any shipments by Steamers to Colombo, Madras, Calcutta, Bombay, Kurrachee, or Aden, other than those belonging to the P. & O. Company (Hull and Grimsby excepted), Messrs. Wilson's Line (London excepted), Hansa Line from Middlesboro', and the British India Company, between the 1st October, 1900, and the 31st May, 1901.

Yours faithfully,

Joseph Travers and Sons, Limited,
119, Cannon Street, London, E.C.

This Claim valid only if presented within Three Months from Date.

These particulars must accord with the Bill of Lading of the Shipment.					Tons Weight or Measurement.	Amount of Net Freight.
Steamer.	Date of Clearance.	Port.	B/L No.	Marks and Numbers.	Feet. Cwt. qrs. In. lbs.	
Clydesdale -	6/10/1900	Karachi	171	Katrak & Co. ♯ 1/15 - - -	36″ 0″	1 7 0
Daghestan	21/12/1900	Do.	83	J T S ♯ 1/25 - - - -	58″ 6″	2 11 2
					94″ 6″	3 18 2

(b) Indian Line.

To be signed by the Merchant owning the Goods.

1st June, 1901.

To the P. & O. S. N. Co., 122, Leadenhall Street, London, E.C

Gentlemen,

Annexed we beg to hand you a List of Shipments by the Steamers of your Line from London and Coast Ports —Newcastle to Southampton inclusive—during the four months ending 31st January, 1901, on the freight of which we are entitled to a Rebate of 10 per cent., in accordance with your Circular of the 1st February, 1899, not having made or been interested in any Shipment by Steamers to Aden, Kurrachee, Bombay, Colombo, Madras, and Calcutta, other than those belonging to the P. & O. Company and British India Company (Hull and Grimsby excepted), Messrs. Wilson, Sons & Co., of Hull (London excepted), of the Hansa Company (from Middlesbro'), between the 1st October, 1900, and 31st May, 1901.

Yours faithfully,

Joseph Travers & Sons, Limited,
119, Cannon Street, London E.C.

This Claim only valid if presented within Three Months of this Date.

These particulars must accord with the Bill of Lading of the Shipment.					Tons Weight or Measurement.	Amount of Net Freight.	Amount of Rebate.
Steamer.	Date.	Port.	B/L No.	Marks and Numbers.	Feet. Cwt. qrs. Ins. lbs.	£ s. d	£ s. d.
Egypt -	12/10/1900	Bombay	38	H A H D Karachi ♯ 26/40 - - - -	17″ 6″	0 18 2	0 1 10
Do. - -	Do.	Do.		J T S ♯ 1/40 - - - - Karachi.	117″ 3″	6 1 8	0 12 2
Do. - -	Do.	Do.	243	P & O Co. Ltd. ♯ 32/84 - - -	45″ 6″	1 18 2	0 3 11
Arabia - -	26/10/1900	Do.	335	Bombay. — — ♯ 85/116 - - - -	59″ 8″	2 12 3	0 5 2
Do. - -	Do.	Do.	73	J T S ♯ 4/6	7″ 2″	15 0	0 1 6
Persia - -	9/11/1900 -	Do.	28	Karachi. — — ♯ 1/16 - - - -	27″ 9″	1 19 2	0 3 11
					288″ 10″	14 4 5	1 8 6

Appendix.
23rd Day.
No. 8.

HOMEWARD. STRAITS.

SECOND HALF OF 1900. 31st December, 1900.

To be signed by the Merchant Shipper.

To the Agents of the Ocean Steamship Company, Singapore.

Dear Sirs,

Annexed I beg to hand you a list of shipments by the steamers of your line during the period from 1st January to 31st December, 1900, on the freight of which I am entitled to a rebate of ten per cent., less interim payment already made under terms of your letter of 1st January, 1900.

I have not been interested in any shipment from Singapore and/or Penang to Europe, or to ports viâ Europe, during the above-named period, by vessels other than those belonging to the "P. and O.," "M.M.," "N.D. Lloyd's," "Austrian Lloyd's," "Rubattino," "Nippon Yusen Kaisha," "O. S. S. Co.," "Glen," "Shire," "Ben," "Mutual," "Shell," and "Hamburg American Lines," nor have I been interested in any shipments by the "German Australian," "Rotterdam Lloyd's," "Stoomvaart Maatschappij Nederland," "Commercial of Cadiz," "Transatlantic Company of Spain," "East Asiatic Coy.," and "Compagnie Nationale de Navigation" steamers except to their Continental ports of call, or ports adjacent thereto.

Yours faithfully

FREDK. J. POOLE.

This form must be rendered in duplicate through the Company's Agents, who will certify to the correctness of the shipments.

N.B.—No Rebate payable on Rice, Hemp, Tobacco or Treasure.

Returns under this application payable in London to Messrs. Joseph Travers and Sons, Limited.

These Particulars must Accord with the Bills of Lading of the Shipments, and must be filled in by the Shipper.			FREIGHT (These particulars will be filled in by the Agents in London.)	Return due 10 per cent
Name of Steamer.	Date of Shipment.	Shipment.	Amount.	
Shipments from 1st January to 30th June, 1900, as per statements rendered and approved				
		Less 5 per cent. already received		
			Now due	
		Further Shipments.	£ s. d.	£ s. d.
Autenor	6 July	500 cases Pineapple	62 14 6	
,,	6 ,,	100 ,, ,,		
,,	6 ,,	147 ,, ,,		
Ulysses	12 ,,	414 bags Flake Tapioca	140 14 5	
,,	12 ,,	216 ,, Pearl ,,		
,,	12 ,,	151 ,, ,, ,,		
,,	12 ,,	1,318 cases Pineapple	121 19 8	
Dardanus	19 ,,	268 bags Pearl Sago	42 11 4	
,,	19 ,,	150 ,, ,, Tapioca	22 4 9	
,,	19 ,,	136 ,, ,, ,,	23 18 10	
Stentor	4 August	228 ,, ,, Sago	38 2 6	
,,	4 ,,	172 cases Pineapple		
,,	4 ,,	138 ,, ,,	20 1 11	
,,	4 ,,	30 ,, ,,		
Calchas	17 ,,	500 ,, ,,		
,,	17 ,,	500 ,, ,,	59 17 8	
,,	17 ,,	102 ,, ,,		
Sarpedon	23 ,,	105 bags Pearl Tapioca	18 2 3	
,,	23 ,,	129 ,, ,, Sago	21 6 5	
,,	23 ,,	135 ,, ,, ,,	21 12 3	
,,	23 ,,	171 ,, ,, ,,	28 19 9	
Promotheus	14 September	504 ,, Flake Tapioca	85 18 4	
,,	14 ,,	152 ,, Pearl ,,		
,,	14 ,,	130 ,, ,, ,,		
,,	14 ,,	167 ,, ,, ,,	94 5 8	
,,	14 ,,	126 ,, ,, ,,		
Hector	3 October	115 ,, ,, ,,		
,,	3 ,,	466 ,, Flake ,,		
,,	3 ,,	199 ,, Pearl ,,		
,,	3 ,,	143 ,, ,, ,,	286 9 5	
,,	3	342 ,, ,, ,,		
,,	3	424 ,, Flake ,,		
Patroclus	26 ,,	184 ,, Pearl Sago	24 18 10	
Agamemnon	23 November	247 ,, Flake Tapioca	42 5 9	
,,	23 ,,	443 cases Pineapple	34 9 4	

9.—STATEMENT showing the TIME LIMITS up to which BONDED GOODS may be DELIVERED by CART from UP-TOWN WHARVES and WAREHOUSES to be sent to the DOCKS in LONDON for EXPORT.

(*Handed in by Mr. J. Innes Rogers on the Twenty-third Day. See Question 8702.*)

	Legal Quays.	St. Katharine Docks.	London Docks.	East and West India Docks.	Royal Albert and Victoria Docks.	Railway Depôt, East Smithfield, for Royal Albert and Victoria Docks.
	Not to be removed later than					
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m
Legal quays and up-town warehouse	2.30	2.30	2.30	2	1	2.30
St. Katharine Docks - - - -	2.30	—	3	2	1	3
London Docks - - - - - -	2.30	3	—	2	1	3
East and West India Docks -		2	2	—	2	—
Royal Albert and Victoria Docks	1	1	1	2	..	—

O.—STATEMENT showing the DETENTION to BARGES belonging to WINGENT and KIMMINS, LTD., sent to collect GOODS from VESSELS UNLOADING in the LONDON DOCKS, during the Months of July, August, September 1900.

(Handed in by Mr. Frederick Wingent on the Twenty-third Day. See Question 8852).

Wheat 24 hours from date D/O. Flour 72 hours from date D/O.

Barge	Quantity and Description of Freight.		Weight (Approximate).	Ship.	Dock.	Date of D/O	Loaded.	Number of Day
Ernest Albert	339 qrs.	Wheat	75 Tons	Breckfield	Millwall	23 June	29 June	6
Ruby	500 bags	American Flour	31¼ „	Michigan	Tilbury	21 June	30 June	9
Enterprise	260 qrs.	Russian Wheat	57 „	Essex	Surrey Commercial	6 July	7 July	No delay.
Centaur	900 bags	American Flour	56¼ „	Crown Point	West India	29 June	5 July	6
Camellia	345 qrs.	American Wheat	76	Europe	Albert	28 June	7 July	9
Bethel	345¼ qrs.	„ „	76 „	Rosarian	„	12 July	17 July	5
William and Harriet	500 bags	American Flour	31¼ „	Mackinam	West India	26 July	3 August	8
Mary Ann	350 qrs.	American Wheat	77 „	Manitou	Albert	1 August	4 August	3
Frank	300 bags	American Flour	18¾ „	Eagle Point	West India	30 July	9 August	10
Warden Court	1,800 „	„ „	112½ „	Foylemore Michigan	„	3 August	11–14 August	10
Bethel	350 qrs.	American Wheat	77 „	Menominee	Albert	8 August	15 August	7
Seagull	1,000 bags	American Flour	62½ „	America	Albert	8 August	16 August	8
Ruby	1,000 „	„ „	62½ „	Chickahominy	Victoria	15 August	18 August	3
Centaur	350 qrs.	American Wheat	77 „	Europe	Albert	18 August	20 August	No delay.
William and Harriet	365 „	„ „	80 „	Zara	Millwall	4 September	5 September	No delay.
Bethel	350 „	„ „	77 „	Oceano	Millwall	7 September	13 September	6
Louise	1,000 bags	American Flour	62½ „	Virginian	Albert	12 September	19 September	
William and Harriet	200 qrs.	Russian Wheat	44 „	Milo	Millwall	14 September	17 September	No delay.
Maysie	350 „	American Wheat	139 „	Michigan	Albert	Both 20 Septr.	24 September	4
	970 bags	American Flour		Anglian			25 September	
Young George	374½ qrs.	Russian Wheat	82 „	New Quay	Surrey Commercial	21 September	24 September	3

TWENTY-FOURTH DAY.

1 REPORT and BALANCE SHEET of the BRITISH OIL AND CAKE MILLS, LIMITED, for the year ended 30th June 1900.

(Handed in by Mr. R. K. Spencer on the Twenty-fourth Day. See Question 8934.)

Directors:

Hugh Colin Smith, Hay's Wharf, Southwark, S.E., Chairman.
Isaac Pearson, London and Glasgow, Vice-Chairman and Managing Director.

T. Nelson Foster, Gloucester.	Edwin Robson, Hull.
Harrison Holt, Hull.	R. Knowles Spencer, London and Rochester.
Alan Lambert, London.	John Stephen, Hull.
F. C. Liversedge, Liverpool.	James Stuart, Hull.
Edward Pearson, Gainsborough.	

Auditors:

Messrs. Price, Waterhouse & Co., Chartered Accountants, 3, Frederick Place, Old Jewry, E.C.

Secretary: Hugh Chapman. Registered Offices: 29, Great St. Helen's, E.C.

Branches:

London.	Glasgow.
Liverpool.	Leith.
Hull.	Burntisland.
Gainsborough.	Rochester.
Gloucester.	Bridgwater.

First Annual Report of the Directors.

Your Directors beg to submit the First Annual Report, together with the General Statement of Accounts, for the year ended the 30th June 1900.

The net profits of the various businesses amount to 152,816*l.* 2*s.* 1*d.*, and after payment of directors' fees, head office establishment charges, debenture stock and other interest, and setting aside a sum of 15,338*l.* 14*s.* 4*d.* for depreciation, there remains a balance of 91,421*l.* 16*s.* 3*d.*, which the directors recommend be appropriated thus:—

	£.	s.	d.
In payment of the preference share dividend	29,744	19	6
In writing off the legal charges, &c., incidental to the transfer of the properties	9,704	13	11
In payment of an ordinary share dividend at the rate of 7 per cent. per annum, free of tax	37,819	3	7
To carry forward to next account, subject to income tax	14,152	19	3
	£. 91,421	16	3

The consolidation of a number of businesses, hitherto worked in competition, must necessarily at the outset involve considerable difficulties. The directors have much pleasure in stating that these have been overcome by the loyal co-operation of all concerned.

During the past twelve months, both linseed and linseed oil have reached a remarkably high level; while cottonseed and its products have been subjected to wide fluctuations. Ample provision has, however, in the opinion of your directors, been made for the execution of pending contracts.

The aim of your directors, while retaining individual initiative, is to bring up each branch to the highest level of efficiency, thus producing the best article at a moderate price.

The mills, machinery, and property generally have been well maintained, all maintenance charges being borne by revenue. The purchase has recently been made on favourable terms of the Burdett Oil Mills, London, from Messrs. James Gibbs & Co., Limited, which it is believed will prove a valuable addition to the company's property.

Several other proposals for extending the company's business have been submitted, and are now engaging the best consideration of your Board.

The directors regret that, owing to ill-health, Mr. R. W. Cox resigned his seat at the Board in March last. Mr. John Stephen, one of the Joint Managers of the Stephen Bros. branch, having been appointed a director in his stead, retires under Article 88 of the Articles of Association, but, being eligible, offers himself for re-election. The other directors, under Article 94, hold office until the Ordinary General Meeting in 1901, when one-third of their number retire.

The auditors, Messrs. Price, Waterhouse & Co., retire, and offer themselves for re-election.

Hugh C. Smith, Chairman.
Isaac Pearson, Managing Director.

Hugh Chapman, Secretary,
29, Great St. Helen's, London, E.C.,
28 July 1900.

The British Oil and Cake Mills, Limited.

Profit and Loss Account, 30th June 1900.

	£. s. d.	£. s. d.		£. s. d.	£ s. d.
To Head Office salaries, rent, stationery, printing, &c., &c.	—	4,864 17 5	By Profits at branches after deducting management salaries, and other working charges.	—	152,816 2 1
„ General charges	—	1,354 17 6			
„ Directors' fees	—	3,850 — —	„ Transfer and other fees	—	179 19 —
„ Trustees' fees	—	200 — —			
„ Rochester Oil Mills mortgage interest	—	948 18 9			
„ Debenture stock interest	—	20,702 10 8			
„ Interest paid to vendors (*less* interest received).	—	14,314 6 2			
„ Depreciation of plant, machinery, furniture, and leasehold property.	—	15,338 14 4			
„ Balance	—	91,421 16 3			
Proposed appropriation—					
Interim preference share dividend, paid 1st January 1900.	13,244 19 6				
Final preference share dividend, paid 1st July 1900.	16,500 — —				
Legal charges, incidental to the transfer of the properties, stamps and fees, written off.	9,704 13 11				
Ordinary share dividend at the rate of 7 per cent. per annum (free of tax).	37,819 3 7				
Balance to be carried forward to next account (subject to income tax).	14,152 19 3				
£.	91,421 16 3				
	£.	152,996 1 1		£.	152,996 1 1

Balance Sheet, as at 30th June 1900.

	£. s. d.	£. s. d.		£. s. d.	£. s. d.
To Capital authorised—			By Freehold and leasehold property, plant and machinery, office furniture and goodwill, as at 1st July 1899.	1,428,387 13 10	
750,000 5½ per cent. cumulative preference shares of 1*l.* each.	750,000 — —		*Add* legal charges incidental to the transfer of the properties, stamps and fees.	9,704 13 11	
750,000 ordinary shares of 1*l.* each	750,000 — —		Additions during the year	7,886 18 9	
1,500,000 shares. £.	1,500,000 — —			1,445,979 6 6	
„ Capital issued—			*Less* written off:— £. s. d.		
600,000 preference shares of 1*l.* each	600,000 — —		Legal charges incidental to the transfer of the properties, stamps and fees. 9,704 13 11		
600,000 ordinary shares of 1*l.* each	600,000 — —		Depreciation 15,338 14 4		
1,200,000 shares.	1,200,000 — —			25,043 8 3	
Less calls in arrear	512 12 6	1,199,487 7 6			1,420,935 18
„ Rochester Oil Mills mortgage	23,700 14 —		„ Investments at cost	—	3,402 6 8
Add interest accrued	111 13 8	23,812 7 8	„ Bills receivable	18,753 — 7	
„ 4½ per cent. first mortgage debenture stock.	550,000 — —		*Less* Bills discounted, not matured.	18,470 8 6	282 12 1
Add interest accrued	11,687 10 —				
		561,687 10 —	„ Stocks (valued at market prices of this day, after allowing for pending contracts for purchase and sale) and stores.	—	331,833 16 —
„ Loans and deposits	—	94,253 14 7	„ Sundry debtors	—	240,494 11 1
„ Bills payable	—	6,150 16 3	„ Cash at bankers	34,049 1 —	
„ Sundry creditors	—	77,959 15 5	in hand	825 9 2	34,874 10 2
„ Profit and loss account balance £. s. d.	91,421 16 3				
Less interim preference share dividend, paid 1st January 1900. 13,244 19 6					
Legal charges, incidental to the transfer of the properties, stamps and fees written off. 9,704 13 11					
	22,949 13 5				
		68,472 2 10			
	£.	2,031,823 14 3		£.	2,031,823 14 3

London, 3, Frederick's Place, Old Jewry, 23 July 1900.

We have audited the Books at the Head Office, and having checked the incorporation therein of the accounts received from the branches as certified by local auditors, we report that, in our opinion, the above balance sheet exhibits a true statement of the company's financial position as shown by the said books.

Price, Waterhouse & Co.

Hugh C. Smith, Chairman.
Isaac Pearson, Managing Director.
Hugh Chapman, Secretary

TWENTY-FIFTH DAY.

1. RETURN of the NUMBER of MUNICIPAL VOTERS in each WARD of the CITY OF LONDON, together with the ASSESSABLE VALUE of each WARD, 1901.

(Handed in by Sir Homewood Crawford on the Twenty-fifth Day. See Question 9374.)

Name of Ward.	Number of Municipal Voters.	Assessable Value upon which Consolidated and Sewer Rates are levied by the Corporation.	Name of Ward.	Number of Municipal Voters.	Assessable Value upon which Consolidated and Sewer Rates are levied by the Corporation.
		£			£
Aldersgate	718	160,516	Cornhill	492	136,097
Aldgat	1,838	222,733	Cripplegate	1,922	413,372
Bassishaw	639	36,316	Dowgate	364	85,688
Billingsgate	1,137	108,822	Farringdon Within	1,209	265,487
Bishopsgate	1,833	426,860	Farringdon Without	4,950	649,140
Bread Street	466	103,741	Langbourne	1,622	263,731
Bridge	495	76,637	Lime Street	571	89,060
Broad Street	2,640	526,117	Portsoken	1,060	106,111
Candlewick	728	84,296	Queenhithe	430	74,285
Castle Baynard	463	173,153	Tower	1,383	214,031
Cheap	1,147	169,826	Vintry	460	66,139
Coleman Street	1,812	228,575	Walbrook	687	121,251
Cordwainer	841	96,121	Totals	29,907	4,898,105

2. COMPARATIVE ACCOUNT of a STEAMER, 391 tons net register, 14 ft. 6 in. draught, discharging 6,000 Cases of ORANGES, at the PORTS of LONDON and LIVERPOOL.

(Handed in by Mr. H. M. Isaacs on the Twenty-fifth Day. See Question 9475.)

In London.	£ s. d.
Tonnage Dues, Thames Conservancy, 391 tons at ¾d.	1 4 5
Compulsory Pilotage:	
Dungeness to Gravesend	6 14 8
Gravesend to London	2 6 2
Noting Protest	– 5 –
Boatman	1 5 –
Bosun at discharging wharf (berthing)	– 10 –
Discharging 6,000 cases oranges at 5s. per 100 cases	15 – –
Tallying do. at 6d. per 100 cases	1 10 –
Norwegian Consul	1 7 4
Trinity Lights	4 9 7
£	34 12 2

In Liverpool.	£ s. d.
Dock Dues, 391 tons at 1s. 4d. per ton	26 1 4
Compulsory Pilotage:	
14½ feet at 9s. per foot, and transporting	6 10 6
Dock pilot and boatman	2 5 6
Noting protest	– 2 6
Norwegian Consul	1 7 4
Trinity Lights	4 9 7
Surveyers' fees on cargo	12 6
Discharging 400 tons at 10d.	16 13 4
Checking and delivery of cargo, say 8 days at 5s. 6d. per day	2 4 –
£	60 6 7

Appendix. 25th Day. Nos. 3 and 4.

3. Comparative Table of Official Port Charges on Coffee and Cotton at London, Hamburg, Bremen, Havre, and Antwerp.

(Handed in by Mr. George Rouse on the Twenty-fifth Day. See Question 9597.)

(*a*) COFFEE.

—	London.	Hamburg	Bremen.	Havre.	Antwerp.
Landing charges, weighing, sampling, and rent for three months, on 500 bags.	Brazilian, 7½*d.* per cwt. East India, &c., 11½*d.* per cwt.	5¾*d.* per cwt.	7*d.* per cwt.	4½*d.* per cwt.	3½*d* per cwt.
Rent per month - -	1 5/16*d.* per cwt.	5/16*d.* per cwt.	½*d.* per cwt.	⅛*d.* per cwt.	⅜*d.* per cwt.
Weighing - - - -	1½*d.* per cwt.	1 3/32*d.* per cwt.	⅞*d.* per cwt.	⅝*d.* per cwt.	½*d.* per cwt.
Delivering - - -	5*s.* per ton, land conveyance. 6*s.* 8*d.* per ton, water conveyance.	9¾*d.* per ton.	1*s.* 4*d.* per ton.	8*d.* per ton.	5*d.* per ton.

(*b*) COTTON.

Landing charges, weighing, sampling, and rent for three months, on 100 bales.	6⅞*d.* per cwt.	3 5/16*d.* per cwt.	5⅝*d.* per cwt.	3¾*d.* per cwt.	3*d.* per cwt.
Rent per month - -	1*d.* per cwt.	⅜*d.* per cwt.	1 3/16*d.* per cwt.	7/16*d.* per cwt.	5/16*d.* per cwt.
Weighing - - - -	⅞*d.* per cwt.	¼*d.* per cwt.	1 3/16*d.* per cwt.	1 3/32*d.* per cwt.	¼*d.* per cwt
Delivering - - -	2*s.* per ton, land conveyance. 3*s.* per ton, water conveyance.	9¾ per ton.	10*d.* per ton.	1*s.* per ton.	5*d.* per ton

4. Table showing the Average Number of Standards discharged per Day from certain Timber Steamers in the Surrey Commercial Docks in the Years 1899 and 1900.

(Handed in by Mr. A. Farquharson on the Twenty-fifth Day. See Question 9691.)

1899.	—	Began to Discharge.	Finished Discharging.	—
"Eol" - - - - - -	743 Standards	27 July - - -	2 August - -	6 days.
"Ilmari" - - - - -	631 „	7 September - -	14 September - -	7 „
"Abchurch" - - - -	793 „	3 October - -	7 October - -	5 „
"Thurston" - - - -	638 „	3 October - -	10 October - -	7 „
"Zoe" - - - - -	1,000 „	7 October - -	13 October - -	6 „
"Gottfrid" - - - -	490 „	27 December - -	2 January 1900 -	6 „
	37—4,494			37
	121½ Standards per day.			
1900.				
"Anten" - - - - -	579 Standards.	4 June - - -	9 June - - -	6 days.
"Aval" - - - -	704 „	14 July - - -	19 July - - -	5 „
"Wally" - - - - -	850 „	27 August - -	3 September - -	7 „
"Lady Salisbury' - - -	658 „	11 October - -	16 October - -	5 „
"Wilton" - - - - -	481 „	31 December - -	4 January 1901 -	5 „
"Ellen" - - - - -	556 „	4 January 1901 -	10 January 1901 -	6 „
	34.—3,828			34
	112½ Standards per day.			

Appendix.
25th Day,
No. 5.

5. TABLE showing the AVERAGE TIME taken to SORT and PILE TIMBER from certain STEAMERS in the SURREY COMMERCIAL DOCKS during the Year 1900.

(*Handed in by Mr. A. Farquharson on the Twenty-fifth Day. See Question 9691.*)

Ship's Name.	Broke Bulk.	L. Return Date.	Stds. under Cover.	Stds. in the Open.	Weeks under Cover.	Weeks in the Open.
	1900:					
Anton	4 June	21 June	—	217	—	
Anton	4 June	15 June	22	—	2	—
Eva	4 July	20 July	212	—	3	—
Eva	4 July	20 July	—	94	—	3
Aval	14 July	16 August	345	—	4	—
Aval	14 July	16 August	—	155	—	4
Wilster	28 July	18 October	644	—	12	—
Greyfriars	10 August	31 August	65	—	3	—
Wally	27 August	20 October	—	633	—	8
Intrepid	11 September	15 October	—	488	—	5
Lizzie English	24 September	8 December	—	480	—	11
Vitus, Sir	25 September	16 October	—	140	—	3
Baltic	3 October	1 December	172	—	9	—
Baltic	3 October	1 December	—	214	—	9
Borkum	5 October	27 November	487	—	8	—
Lady Salisbury	11 October	5 January	—	105	—	12
Lady Salisbury	11 October	9 January	515	—	13	—
Queenmoor	20 October	14 February	—	1,148	—	17
Hogland	22 October	26 Jannary	531	—	15	—
Hogland	22 October	26 January	—	57	—	15
Faedrelandet	29 October	24 January	317	—	14	—
Faedrelandet	29 October	28 January	—	278	—	14
Freja	1 November	18 March	—	690	—	17
Meta	3 November	6 February	370	—	14	—
Eol	9 November	28 February	—	439	—	16
Eol	9 November	14 December	41	—	5	—
Earlswood	13 November	6 March	—	734	—	16
Ros	19 November	18 February	533	—	14	—
Queenswood	20 November	6 March	834	—	15	—
Queenswood	20 November	6 March	—	49	—	1½
Prins Oscar	30 November	23 January	323	—	8	—
Wilton	31 December	25 February	—	296	—	8
Wilton	31 December	28 February	192	—	9	—
Ellen	4 January	21 February	169	—	7	—
Ellen	4 January	16 March	—	410	—	11

AVERAGE Rate of Piling per Week.

Average, 141 Stds. per week under cover over the entire season, say 41 weeks.
Average 161 Stds. per week in the open over the entire season, say 41 weeks.

AVERAGE Rate for Piling Cargoes, 1900.

17 ships piled under cover averages 9 weeks per ship.
18 ships piled in the open averages 10½ weeks per ship.

Appendix. 25th Day, No. 6.

6. Negotiations with the Surrey Commercial Docks Company respecting the New Charges instituted on the 1st January 1899 for Handling, Storing, and Distributing Wood Goods in the Surrey Commercial Docks.

(Handed in by Mr. A. Farquharson on the Twenty-fifth Day. See Question 9695.)

(a) Memorial addressed to the Surrey Commercial Dock Company, September, 1899.

The memorial of the undersigned members of the timber trade showeth—

That your memorialists are largely concerned as importers, merchants, agents and brokers in the wood trade, and as such are customers of the Surrey Commercial Dock Company.

That your memorialists have considered the new charges for the handling, storage and distribution of wood goods in the docks, which without previous notice were imposed by the Dock Company on the 1st January, 1899.

That your memorialists submit that circumstances do not justify such increases of rates at the present time, some of which are in excess of the scheduled statutory rates.

Your memorialists have also considered the reply of the Dock Company, dated the 5th January, 1899, to the communication of the Timber Trade Section of the London Chamber of Commerce regarding the increased rates, and they desire to again urge upon the Dock Company the objection felt by shippers and importers to the bundling of planed boards 1″ and ⅞″ by 5″, and rough boards ¾″ by 5″ and upwards as being unnecessary and impracticable, besides causing much inconvenience and expense to shippers and buyers.

Your memorialists, after full investigation into the question of increased rates and the powers of the Dock Company, submit that one of the main grievances of the trade consists in the rent being charged on goods (whether piled in the open or under cover, and also on floated timber) from the date of breaking bulk, instead of, as they consider would be much more reasonable, from date of landing return.

Your memorialists would point out that it is the practice of the company to make their charges on particular goods run from the time when the steamer breaks bulk; and submit that in the general opinion of the trade it is unreasonable that the company should receive rent for goods while they are in the ship and during the whole time they are awaiting landing.

Your memorialists also desire to call your attention to the heavy losses which they at times sustain through no tallying being taken of goods landed in the company's care during discharge, notwithstanding the high prime rate they have to pay. The omission to take such tally sometimes prevents any claim for short delivery being successfully enforced against the ship. A landing return made up several weeks after the vessel is discharged is quite useless for such a purpose.

Your memorialists finally submit that the high landing charges, the delays in making landing returns, frequent shortages, the practice of charging rent from the date of breaking bulk, and other conditions, tend to make London the dearest timber port in the kingdom, and to render it increasingly difficult for London timber merchants to compete favourably with those in other ports.

Your memorialists therefore desire to express the hope that your Board will receive a deputation in support of the representations herein contained.

(Signed)

Burt, Boulton and Haywood, Ltd.	Messers and Co., Ltd. (W. Goff, Managing Director).
L. Bamberger.	Thos. Gabriel and Sons.
Farquharson Bros. and Co.	G. H. Renton and Co.
Foy, Morgan and Co.	Price and Pierce.
Vigers Bros.	Rich. R. Dobell and Co.
James H. Pullin and Co.	Wm. Ridley and Sons.
May and Hassell.	F. Briesemann's Successors.
Kirkness and Collard.	W. B. and C. Partridge.
R. H. Dahl and Co.	W. R. Crow and Son.
W. W. Howard Bros. and Co.	Palfreman, Foster and Co.
A. Gordon & Co.	Hodson, Mabbs and Co.
Tagart, Beaton and Co.	Cobbett & Co.
T. and H. Green.	John Burton & Co.
John B. Lee and Sons.	Edward P. Trenchard and Sons.
Charles J. Wade and Co.	Winther & Co.
Nutman and Son.	Thomas Simson and Co.
Cox, Long and Co., Ltd, (Yorke Long, Managing Director).	John Archer Smith.
Charles Bird and Co.	Gallatley and Ferry.

(b) Surrey Commercial Dock Company's Acknowledgment of Memorial.

Surrey Commercial Dock Company,
106, Fenchurch Street, E.C.
28th September, 1899.

Sir—I have to acknowledge the receipt of your letter of the 26th inst., and the accompanying memorial, signed by several firms of the London timber trade, with respect to this company's charges on wood goods.

The memorial was laid before my Board at their meeting to-day, and I am instructed to inform you that they will be pleased to receive the proposed deputation on Thursday, the 19th proximo, at two o'clock p.m.

I am, Sir,
Your obedient servant,
(Signed) T. H. Cullis.

(c) Report of Deputation to the Surrey Commercial Dock Company.

On Thursday, the 19th inst., the Board of Directors of the Surrey Commercial Dock Company received a deputation of the signatories to the memorial, which was forwarded to them a short time ago through the Timber Trade Section of the London Chamber of Commerce. The deputation consisted of the following:—Mr. Springfield (Burt, Boulton, and Haywood), Alex. Farquharson (Farquharson Bros. and Co.), Mr. L. Bamberger, Mr. Renton (G. H. Renton and Co.), Mr. J. H. Benn (Price and Pierce), Mr. C. J. Morgan (Foy, Morgan, and Co.), Mr. T. Stevenson (R. R. Dobell and Co., Ltd.), Mr. F. Vigers (Vigers Bros.), Mr. J. W. Buckland (F. Briesemann's Successors), Mr. J. F. Cattley (May and Hassell), Mr. J. W. Berner (Berner and Neilson), Mr. H. G. Foster and Mr. W. Adams (Palfreman, Foster and Co.), Mr. W. W. Howard (W. W. Howard Bros., and Co.), Mr. T. Mabbs (Hodson, Mabbs, and Co.), Mr. Howard Burton (John Burton, and Co.), Mr. H. H. Green and Mr. Green, Jun. (T. and H. Green), Mr. J. B. Lee (J. B. Lee and Sons), Mr. C. J. Wade (Charles J. Wade and Co.), Mr. Bird (Heaven and Bird), Mr. Archer Smith.

Mr. W. F. Malcolm presided, and amongst the directors present were Lord Addington, Mr. J. H. Bovill, Mr. C. Churchill, Mr. W. L. T. Foy, Sir J. H. Johnson, Mr. S. W. Keene, Mr. G. F. Neame, and Mr. E. C. Price. There were also present Mr. J. Griffin (Secretary) and Mr. S. Brownfield (Superintendent).

After a few words of welcome from the chairman Mr. Alex. Farquharson, who was chosen to introduce the deputation in the unavoidable absence through ill-

ness of Mr. S. B. Boulton, dealt with the principal points in the memorial, of which the following is given on pages 21, 22, and 25.

Mr. William Adams then dealt more particularly with the question of rent from date of breaking bulk, and incidentally also with the increased rates on cheap hardwoods; Mr. H. H. Green and Mr. W. W. Howard followed, addressing themselves to the question of rent from the date of breaking bulk; Mr. F. Vigers explained the objections of the trade to the increased rates charged since January, 1898, and Mr. J. W. Buckland called attention to the grievance of the trade as regards the bundling of certain sizes of boards.

Various suggestions were thrown out by the speakers as to how the views of the trade might be met on the principal points in the Memorial, the proposal as regards increased rates being that a small Committee representing both sides should be appointed to discuss them in detail, and that with respect to tallying some joint arrangement between the Dock Companies, the shipowners, and the timber trade should be come to in view of the difficulties in connection with shortage claims under the present system.

The Chairman promised that the Board of Directors would carefully consider both the Memorial and the statements made by the deputation, and forward a reply in due course.

Mr. Farquharson, on behalf of the deputation, thanked the directors for the courteous reception they had received, and for the disposition they had shown to consider their wishes.

(*d*) Surrey Commercial Dock Company's Final Reply to the Memorial.

Surrey Commercial Dock Company,
Secretary's Office,
106, Fenchurch Street, E.C.,
2nd November, 1899.

Dear Sir,—With reference to the memorial signed by a number of firms in the London timber trade, respecting the charges made by this company for the handling and storage of wood goods, which was submitted to my Board on the 28th September last, and to the deputation of the memorialists, received by my Directors on the 19th ult., and also to the letter subsequently received, covering a copy of a resolution passed by a meeting of the memorialists on the 24th October, to the effect that the compromise suggested by a member of the deputation was unauthorised, and would not give satisfaction to the trade if offered.

I am instructed to state that my committee are at all times disposed to consider any suggestion made to them in the interests of the important trade represented by the memorialists, and in which my company are so largely interested, and I am to assure you that the memorial, and the views expressed by the members of the deputation who spoke in support of the representations made therein, have received the full and earnest consideration which the opinion of so important a representative body demanded. It is always the desire of my Board to meet the reasonable wishes of the trade, so far as may be consistent with the interests of the company and the satisfactory conduct of the business, but, after the most careful consideration of the representations made to them, and of all the circumstances affecting the questions at issue, my Board much regret they cannot see their way to concede the reduction of the rates and charges, or the alterations in practice, proposed by the memorialists.

I address this letter to you as representing the memorialists, and have to request that you will be good enough to communicate its contents to the several signatories of the memorial.

Yours faithfully,
(Signed) J. Griffin,
(Secretary.)

Alex. Farquharson, Esq.,
Messrs. Farquharson Bros. and Co.

7. Table showing the Charge for Rent and the Loss through Shortage on certain Cargoes of Timber discharged in the Surrey Commercial Docks.

(*Handed in by Mr. A. Farquharson on the Twenty-fifth Day. See Question 9695.*)

Ship's Name.	Broke Bulk.	L. Return Date	Stds.	Weeks.	Rate.	Rent.	Pieces Short.	Value.
					d.	£ *s.* *d.*		£ *s.* *d.*
Queenmoor	20 October	14 February	84½	17	3	17 19 0	298*	61 17 10
Eol	9 November	28 February	158	16	3	31 12 0	—	—
Queenswood	20 November	6 March	834	15	4½	234 11 3	—	—
Faedrelandet	29 October	24 January	317	14	4½	83 4 3	302*	63 5 1
Meta	3 November	6 February	79½	14	4½	20 17 9	—	—
Ros	19 November	18 February	148	14	4½	38 17 0	—	—
Lady Salisbury	11 October	9 January	515	13	4½	125 10 7	—	—
Wilster	28 July	18 October	644	12	4½	144 18 0	—	—
Lizzie English	24 September	8 December	65	11	3	8 18 9	43*	7 11 3
Ellen	4 January	16 March	220	11	3	30 5 0	—	—
Baltic	3 October	1 December	246	9	4½	41 10 3	76*	18 0 6
Holsingborg	18 January	14 August	127	9	4½	21 19 2	41*	1 6 7
Borkum	5 October	27 November	487	8	4½	73 1 0	165*	40 0 9
Wally	27 August	20 October	620	8	3	62 0 0	—	—
Wilton	31 December	25 February	191	8	4½	28 13 0	—	—
Wilton	31 December	25 February	63	8	3	6 6 0	96*	14 12 10
Ellen	4 January	21 February	169	7	4½	22 3 9	—	—
Intrepid	11 September	15 October	326	5	3	20 7 6	881	23 6 3
Freja	1 November	12 March	—	—	—	—	111*	17 3 3
						1,012 14 3		247 4 4

Those marked thus * were tallied out of the ship and showed no shortage.

Appendix.

26th Day, No. 1.

TWENTY-SIXTH DAY.

1. COPIES of ACCOUNTS showing CHARGE of 1s. 9d. per Ton for giving DELIVERY of BULK GRAIN from "S.S. POLYMITIS" to BARGE.

(Handed in by Mr. J. H. Robinson on the Twenty-Sixth Day. See Question 9905.)

SPECIAL DEPOSIT 490.

West India Dock, 4304 Department,

Mr. GEO. LOJEWSKI. (111.) Ledger 199, Fo. 242.

Dr. to the LONDON & INDIA DOCKS COMPANY.

" Ex. "Polymitis." Rotation No. $\frac{01}{1213}$

1901.				
	$752\frac{48}{496}$ Qrs. Wheat. 3330 2 24.			
	Sampling, bags supplied, sealing, and forwarding - - - - -	0	19	4
	Working out of ship 1s. 9d. a ton - - - - - - - - -	14	11	5
	Fifteen Pounds, Ten Shillings, and Ninepence. £.	15	10	9

Exd. A. N.

Entd. J. JONES.

To Acc. 4 March, 1901.

2/3/01.

GEO. LOJEWSKI. 41, Seething Lane, E.C., London. 16th April 1901.

Corrected Invoice of Wheat per "Polymitis" S.S., from Odessa, sold to Messrs. J. and H. Robinson, Contract 31st December.

752^{48} qrs. of 496.

	£	s.	d.
$758\frac{104}{492}$ qrs. at 30/10½ c.i.f. 492 - -	1,170	9	9
2 per cent. - - - -	23	8	2
	1,147	1	7
Freight 10/6 per ton - - - -	87	1	7
	1,059	13	0
Provisional Invoice - - - -	1,068	19	3
Charges.	9	6	3

	£.	s.	d.	
Entry - - - - - - -	0	5	0	
Freight - - - - - - -	87	1	7	
Sampling - - - - - - -	0	19	4	
	£88	12	11	
Paid on account - - - -	88	4	0	
				0 8 11
Cheque herewith - - -				£8 17 4

E. E.

GEO. LOJEWSKI.

GEO. LOJEWSKI. 41, Seething Lane, London, 17th January, 1901.

Provisional Invoice of Wheat per "Polymitis," S.S., from Odessa, sold to Messrs. J. and H. Robinson, Contract 31st December.

10,500 Poods.

	£	s.	d.
$764\frac{37}{492}$ qus. 30/10½ c.i.f. 492 - - - - -	1,180	15	7
Deficiency, 280 poods = 20 qrs. 2 per cent. - - -	23	12	4
	1,157	3	3
Freight, 10/6 per ton - - - -	88	4	0
Per 15th April - - - -	1,068	19	3
Interest, 87 days, 5 per cent. -	12	14	9
B/Ldg. 3012 Jan.	1,056	4	6
Less 1/ per qr. on 20 qrs. short tendered - -	1	0	0

E. E.

GEO. LOJEWSKI.

£1,055 4 6

(Receipt Stamp.)

2. Copy of London and India Dock Company's Account showing a Charge of 1s. 9*d.* per Ton for giving Delivery of Wheat from "Loango" to Barge.

(Handed in by Mr. F. S. Garratt on the Twenty-sixth Day. See Question 10055.)

Import Dept.,
South W. I. Dock, 3464 Department,

Messrs. R. Proctor & Sons. (118.) Ledger 223, Fo. 44.

Dr. to the London & India Docks Company.

Ex. "Loango." Rotation No. $\frac{1900}{8306}$

1900.						
	280 $\frac{0}{496}$ Qrs. Wheat. 1240 0 0.					
10 June 1901 -	Rent, 11 weeks at 3½*d.* a ton - - - -		9	18	11	
	679 $\frac{280}{496}$ Qrs. Wheat. 3009 2 0.					
21 June 1901 -	Rent, 12 weeks at 3½*d.* a ton - - - - - - - - - -		26	6	8	
	Thirty-six Pounds, Five Shillings, and Sevenpence.	£	36	5	7	

Exd. A. L. H.
Entd. J. P. Clandillon.

Dep. Acc. 26/1/01.

Account Sales. 29/1/01. E. S. M

Appendix.

26th Day, No. 3.

3. STATEMENT showing the TIME OCCUPIED in LANDING FLOUR at an UP-TOWN WAREHOUSE from certain VESSELS discharging in the LONDON DOCKS under the "LONDON CLAUSE."

(Handed in by Mr. John Kingsford on the Twenty-sixth Day. See Question 10981.)

Date of Ships' Report.	Name of Ship.	Discharging Dock.	Quantity (Bags of 140 lbs).	Final Place of Landing.	Date of Landing.	No. of Days.
1900:			Bags.		1900:	Days.
6 Sept.	Mackinaw	West India	100	Up-town warehouse	25 Sept.	19
5 „	Ribston	Victoria	700	ditto	10 „	5
11 „	Eagle Point	West India	620	ditto	25 „	14
17 „	Planet Mars	ditto	166	ditto	29 „	12
26 „	Coningsby	ditto	1,000	ditto	10 Oct.	14
28 „	Noranmore	Roya. Albert	185	ditto	11 „	13
5 Oct.	Maryland	West India	250	ditto	15 „	10
22 „	Montana	ditto	1,000	ditto	1 Nov.	10
22 „	Devona	Victoria	1,000	ditto	1 „	10
31 „	Minnehaha	Tilbury	500	Up-town warehouse (St. Katherine's Dock).	14 „	14
2 Nov.	America	Royal Albert	1,488	Up-town warehouse	9 „	7
9 „	Europe	ditto	850	ditto	20 „	11
13 „	Hurona	Victoria	860	ditto	22 „	9
14 „	Menominee	Royal Albert	500	ditto	23 „	9
17	West Point	West India	800	ditto	27 „	10
13 „	Knight Commander	ditto	150	ditto	26 „	13
27 „	Eagle Point	ditto	1,499	ditto	4 Dec.	7
1901:					1901:	
4 Mar.	European	Royal Albert	500	ditto	15 Mar.	11
4 „	Willowdene	Victoria	80	ditto	11 „	7
12 „	North Point	West India	240	ditto	19 „	7
11 „	Marquette	Royal Albert	100	ditto	19 „	8
15 „	Hackney	Victoria	250	ditto	20 „	5
13 „	Minnehaha	Tilbury	436	ditto	25 „	12
29 „	Breckfield	Victoria	150	ditto	10 Apr.	12
25 „	Knight Commander	West India	500	ditto	3 „	9
1 April	Minneapolis	Tilbury	250	ditto	17 „	16
2 „	Wyandotte	Victoria	1,500	ditto	19 „	17
3 „	Crown Point	West India	522	ditto	12 „	9
11 „	Albanian	Royal Albert	2,000	ditto	18 „	7
13 „	Marquette	ditto	70	ditto	24 „	11
16 „	Holbein	Victoria	1,000	ditto	22 „	6
16 „	Ditto	ditto	730	ditto	25 „	9
17 „	West Point	West India	500	ditto	24 „	7
16 „	Minnehaha	Tilbury	750	Up-town warehouse (500 St. Katherine's Dock).	25 „	9
17 „	Michigan	Royal Albert	1,646	Up-town warehouse	27 „	10

4. COPY of LETTER from Mr. P. W. MEIK, M. M. Inst. C.E., C.M.G., respecting the SCHEME of the LONDON CHAMBER OF COMMERCE for the FORMATION of a LONDON DOCK AND HARBOUR TRUST.

(*Handed in by Mr. J. Innes Rogers on the Twenty-sixth Day. See Question 10135.*)

16, Victoria Street, Westminster, S.W.
April 22nd, 1901.

Kenric B. Murray, Esq.,
London Chamber of Commerce,
Botolph House, Eastcheap, E.C.

Dear Sir,—Referring to yours of the 7th instant I and 20th April, the former enclosing a draft suggested scheme for a London Dock and Harbour Trust.

I fully intended to have attended the meeting to-morrow if it had been possible, but as I now find I cannot do so, I beg herewith to give you my opinion in writing.

Generally speaking, I think the scheme proposed by the Chamber of Commerce is one to be commended, and is much more likely to result in the good management of the Board than any scheme put forward by other bodies. At the same time I would suggest certain alterations in your proposals.

(*a*) Constitution of Trust.—I think your trust is too large. In our large experience in connection with bodies of this character we have always found that where you have more than about 30 members less business is done, either from too many members attending and too much talk resulting, or from too many members abstaining in the expectation that the business will be done by others. This, however, is not a vital point, but one which I think is, is making the Lord Mayor the president, and the Chairman of the London County Council vice-president. This means that the trust would on the whole secure better results for the result that he can only be a figurehead, and take no practical interest in the affairs of the Trust. The most satisfactory Board are those which elect their own Chairman, as they are generally able to pick out a man who has both the ability and the time to direct the affairs of the body. I think if you will allow the Corporation and the County Council to elect a certain number of representatives it would be much better not to have any ex-officio members from them.

It may be a compliment to elect the Chancellor of the Exchequer, but as he would not attend it is rather unnecessary.

I think you ought to give a large proportion of representation to the Chamber of Commerce which, after all, represents one of the most vital interests.

My suggestion for the Constitution would be as follows: Corporation, 3; London County Council, 3; Admiralty, 1; Board of Trade, 1; Customs, 1; Conservancy, 1; Trinity House, 1; Chamber of Commerce, 3; General Traders, 15; Total, 30.

(*b*) I think Clause 10 is a mistake. The principle of private docks competing with the Trust works very well in some cases, notably the Tyne. It does not work well in London, you may say, but I think this is because there has been no Trust in London to keep the private concerns in order. I have no strong opinion on the subject, but I think it would be much better to leave the question an open one to be settled by Parliament, if it ever arises.

Clause 12 has my sympathy, but I do not think there is any chance of Parliament ever passing it.

With these amendments I think your scheme would be one which ought to commend itself to the Royal Commission.

Yours truly,
(Signed) P. W. MEIK.

5. COPY of LETTER from Mr. F. B. GIRDLESTONE, Secretary and General Manager of the Dock Estate of the Corporation of the City of Bristol, respecting the SCHEME of the LONDON CHAMBER OF COMMERCE for the FORMATION of a LONDON DOCK AND HARBOUR TRUST.

(*Handed in by Mr. J. Innes Rogers on the Twenty-sixth Day. See Question 10135.*)

Bristol Docks Office,
Queen Square, Bristol,
9th May, 1901.

Dear Sir,—I duly received your letters of the 17th have been so pressed since seeing you with matters connected with our Bristol Dock Bill, that I have been unable until the last few days to give attention to the memorandum you were good enough to furnish me with *re* the proposed London Dock and Harbour Trust.

After careful consideration I am of opinion that a trust would have a new chairman every year with the port and traders of London than could ever be attained by the present divided system of control and management by Dock and Conservancy Board, the Trinity House, and other bodies.

The constitution of the Trust as proposed in your memorandum seems to me somewhat unwieldy, and could, I think, with advantage be numerically reduced —it being difficult with such a numb r as 49 members to secure a continuous or vigorous policy. That is a matter needing more careful inquiry. But however constituted the Trust may be, it should, I think, be invested with the complete control of the port and docks, including all such matters as pilotage, conservancy, dredging, buoying, lighting of the river, licensing of watermen, lightermen, tugs, barges, etc., and, in addition to the existing rating powers of the Dock and other Boards, be able to charge dues on all vessels and goods entering the Port of London whether or not they use the dock works or private wharves, and on all lighters entering the docks for taking in the modern large type of taking away goods from or to any vessels which may be lying in the docks or in the river.

I think it is the divided control and the want of revenue on the part of both the Conservancy Board and Dock Companies which has led to the present inefficient condition of the river, and the inadequacy of the docks or navigating the river for the purpose of vessel, and handling with economy and despatch the enormous cargoes which are the feature of the day.

In my opinion it is not desirable that the trust should take over the private wharves. It is far better for the port and traders generally that those should be in separate hands, and that there should thus be a healthy competition between them.

I doubt Parliament ever entertaining such an enormous financial transaction as would be involved by the Trust, however powerfully constituted, having the control of all the private wharves. Such a measure would certainly incite tremendous opposition on the part of the very numerous and wealthy firms who own this class of property along the river banks. Whilst undesirable in my opinion that the Trust should own and control the private wharves, it is on the other

Appendix.

26th Day No. 5—continued.

hand I consider absolutely necessary, that it should acquire and work all the dock warehouses, and be invested with the sole control of all labour and warehousing operations performed within the dock premises. With the profits derived from these operations, and the new dues on vessels and goods as above set out the Trust should be in the possession of a very large revenue quite sufficient I should say to enable it to stand on its own bottom, and probably, except perhaps in the first few years, when of course much will have to be set in order in connection both with the river and the existing docks, without needing outside financial assistance such as a "Rate in Aid" from the citizens. Such a Trust ought without the security of the borough rate to be able to obtain its money on moderate terms, but seeing the vast importance to the Empire at large that London should maintain its position as a great port, even a "Rate in Aid" would be better than that it should remain in a position quite out of harmony with modern traffic, and unable consequently to hold its proper share of the trade of the world and of the United Kingdom in particular.

I take it that the value of the dock property to be acquired by the Trust would be based on the average price of the various stocks during, say, the period of the three years preceding the 31st of December last or the date of the appointment of the Royal Commission. With the revenue which I presume it would own, the Trust ought to be able to raise the necessary money quickly to carry out the necessary river improvements, and supply any additional dock, quay, or warehouse accommodation which may be deemed requisite to enable the Board to compete properly with other ports, and especially Antwerp and Hamburg, and having the monopoly of the warehousing and labourage operations within the dock premises the Trust would be in a good position to guarantee that despatch and economy in handling cargoes which nowadays is so much insisted upon by shipowners and traders generally.

As regards the constitution of the Trust, you cannot, I think, do better than study carefully that of the Clyde, Mersey, and Tyne. It may be that the townships below London itself ought to be given some voice in the control.

I am, dear Sir,
Yours faithfully,
(Signed) F. B. Girdlestone,
Secretary and General Manager.

Kenric B. Murray, Esq.,
Secretary,
The London Chamber of Commerce,
Botolph House, Eastcheap, E.C.

TWENTY-SEVENTH DAY.

1. COPY of the THAMES LIGHTERMEN'S BILL, 1901.

(*Handed in by Mr. H. C. Smith on the Twenty-seventh Day. See Question 10409.*)

Arrangement of Sections.

Section.

Preamble—22 & 23 Vict. cap. cxxxiii.—57 & 58 Vict. cap. clxxxvii.—56 & 57 Vict. cap. lxxxi.

Short title 1

Navigation of craft 2

A BILL to make further provisions with reference to the Working and Navigating of Lighters and Barges in the Port of London and on the River Thames.

Whereas a considerable part of the goods landed and shipped in the Port of London have to be landed or shipped as the case may be by means of lighters, barges, and similar craft employed between the vessels lying in the port and the various docks, quays, wharves and landing places therein.

And whereas under the Watermen's and Lightermen's Amendment Act 1859 only persons licensed and qualified as provided by that Act and the Thames Conservancy Act 1894 may be employed in the working or navigation of such lighters, barges, and similar craft.

And whereas by the Thames Watermen's and Lightermen's Act 1893 it is provided that no craft as defined by that Act which includes all such lighters, barges, and similar craft as aforesaid shall be worked or navigated within the limits of that Act (which extend from Teddington Lock in the Counties of Middlesex and Surrey to and including Lower Hope Point near Gravesend in the County of Kent), unless a certificate relating to such craft shall have been issued under that Act and be in force.

And by the said Act it is required that the name and number of such craft and the name and registered number of the owner thereof shall be painted or engraved on or affixed to such craft and be preserved and kept legible thereon and provisions are made for the registration, naming and numbering of such craft, and for the registration of the names and registered numbers of the owners of such craft:

And whereas the restrictions imposed by the Watermen's and Lightermen's Amendment Act 1859 upon the working or navigation of such craft, and the employment of persons for such working or navigation are impeding and prejudicially affecting the trade and interests of the Port of London, and the shipowners, merchants, wharfingers, lightermen, and other traders resorting to or carrying on business connected with the Port of London in the carrying on of their trade or business, and having regard to the altered and improved methods and conditions of working and navigation, and to the provisions of the said Act of 1893, such restrictions have become unnecessary:

And whereas it would be of public advantage that such restrictions should be removed, and it is expedient that the provisions of this Act should be made:

And whereas the objects of this Act cannot be effected without the authority of Parliament.

May it Therefore Please Your Majesty

That it may be Enacted and be it Enacted by the Queen's Most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled and by the authority of the same as follows:—

1. This Act may be cited as "The Thames Lighters and Barges Act 1901."

2. From and after the passing of this Act any craft as defined in the Thames Watermen's and Lightermen's Act 1893 in respect of which the provisions of that Act with reference to certificate registration and exhibition of names and numbers have been complied with may be worked or navigated within the limits defined by the said Act of 1893, by any person owning such craft or employed by the owner thereof to work the same anything to the contrary contained in the Watermen's and Lightermen's Amendment Act 1859 notwithstanding.

Appendix. 27th Day, No. 2.

2. COPY of PETITION of SHIPOWNERS, MERCHANTS, WHARFINGERS, &c. TRADING in the PORT OF LONDON, to the HOUSE OF COMMONS for LEAVE to BRING IN the THAMES LIGHTERMEN'S BILL, 1901.

(Handed in by Mr. H. C. Smith on the Twenty-seventh Day. See Question 10409.)

IN PARLIAMENT, SESSION 1901.

THAMES LIGHTERMEN.

(Altering Section 66 of Watermen's and Lightermen's Amendment Act 1859; Removing restrictions on Employment of Lightermen.)

PETITION for leave to bring in BILL.

To the HONOURABLE the COMMONS of the UNITED KINGDOM of GREAT BRITAIN and IRELAND in PARLIAMENT assembled.

The Humble PETITION of the Undersigned Persons on behalf of themselves and others being Shipowners, Merchants, Wharfingers, &c., Trading in the PORT of LONDON.

SHEWETH as follows:—

A considerable part of the goods landed and shipped in the Port of London have to be landed or shipped as the case may be by means of lighters, barges and similar craft employed between the vessels lying in the port and the various docks, quays, wharves and landing places therein.

Under the Watermen's and Lightermen's Amendment Act, 1859, only persons licensed and qualified as provided by that Act and the Thames Conservancy Act, 1894, may be employed in the working and navigation of such lighters, barges and similar craft.

By the Thames Watermen's and Lightermen's Act, 1893, it is provided that no craft as defined by that Act shall be worked or navigated within the limits of that Act unless a Certificate relating to such craft shall have been issued under that Act and be in force and the name of such craft and the name and registered number of the owner thereof shall be painted or engraved on or affixed to such craft and be preserved and kept legible thereon and provisions are made for the registration, naming and numbering of such craft and for the registration of the names of the owners of such craft.

The restrictions imposed by the Watermen's and Lightermen's Amendment Act, 1859, upon the working or navigation of such craft and the employment of persons for such working or navigation are impeding and prejudicially affecting the Trade of the Port of London. Your Petitioners and other Traders resorting to or carrying on business connected with the said Port of London in the carrying on of their trade or business and having regard to the improved and altered methods and conditions of navigation and to the provisions of the said Act of 1893. Your Petitioners humbly submit that such restrictions have become unnecessary.

Your Petitioners further humbly submit that it would be of public advantage that such restrictions should be removed, and that it is expedient that the provisions contained in the Bill hereunto annexed should be made.

But inasmuch as the objects aforesaid cannot be effected without the authority of Parliament.

Your Petitioners humbly pray Your Honourable House that leave may be given to bring in a Bill (a printed copy of which is hereunto annexed) for effecting the purposes aforesaid in such manner and under such rules, regulations and restrictions as to Your Honourable House may seem meet.

Peninsular and Oriental Steam Navigation Company, per G. Johnson, Secretary.
New Zealand Shipping Company, Edwyn S. Dawes, Chairman.
Union Lighterage Company, Limited, Richard Lambert, Manager and Secretary.
The Proprietors of Hay's Wharf, C. Smith.
General Steam Navigation Company, Charles H. Glyn, Secretary.
Geo. Butler Paul, Chairman General Shipowners' Society.
The Thames Steam Tug and Lighterage Company, Limited, Hy. D. Pilcher, Chairman.
For British India Steam Navigation Company, Limited, Duncan MacDinnure, Chairman.
For Geo. Smith and Sons, Managers, City Line, Limited.
Montgomerie and Workman.
C. Howard and Sons.
London and Tilbury Lighterage Contracting and Dredging Company, Limited, G. Henry Gordon, Secretary.
Butler's Wharf, Limited, Hy. Lafone, Managing Director.
John Hall, Junior, and Company.
Houlder Brothers and Company, Limited. Frank H. Houlder, Managing Director.
Eastern Steamship Company, Limited, J. B. Westray and Company.
The Union-Castle Mail Steamship Company, Limited, Donald Currie and Company, Managers.
The London and India Docks Joint Committee, Charles J. C. Scott, Chairman.
The Surrey Commercial Dock Company, N. L. Malcolm, Chairman.
p. Free Trade Wharf Company, Limited, James Greig, Managing Director.
Millwall Dock Company, W. S. T. Biggs, Secretary (for the Chairman).
The Clan Line Steamers, Limited, Cayzer Irvine and Company, Managers.

3. COPY of PETITION of MERCHANTS, BROKERS and MEMBERS of the COMMERCIAL SALE ROOMS to the PRESIDENT of the BOARD OF TRADE on the subject of the WATERMEN AND LIGHTERMEN'S COMPANY, dated the 9th day of November, 1900.

(*Handed in by Mr. H. C. Smith on the Twenty-seventh day. See Question 10409.*)

London,
9th November, 1900.

TO THE RIGHT HONOURABLE THE PRESIDENT OF THE BOARD OF TRADE.

SIR,

We beg to bring to your notice the serious loss, and the grave inconvenience, to the Mercantile and Shipping Community, owing to the Lightermen's strike on the Thames.

All water-borne goods are either stopped or seriously delayed owing to this cause, and trade is generally disorganised. The extra cost and delay will assuredly tend to permanently injure the Trade of London, and will encourage direct shipments in foreign bottoms.

We learn that the Lightermen and Watchmen, who are in receipt of exceptionally high wages, and whose work (since towing barges has been generally adopted) in the majority of cases is merely nominal, as in many cases they neither load the barges or navigate them, are enabled by the privileges they possess under an old Charter thus to block the trade of the port with comparatively little harm to themselves.

We trust Her Majesty's Government will take early measures to do away with the old Charter referred to, and cause the River to be thrown open to trade.

We Merchants, Brokers and Members of the Commercial Sale Room, have the honour to be

Sir,

Yours obediently,

Name of Firm.	Business.	Address.
Geo. Williamson & Co.	Tea Importers	138, Leadenhall Street.
Jorehaut Tea Co., Limited, F. A. Roberts, Managing Director.	Do.	Do.
Darjeeling Co., Limited, F. A. Roberts, Managing Director.	Do.	Do.
Desang Co., Limited, F. A. Roberts, Managing Director.	Do.	Do.
Tiphook Tea Co., Limited, F. A. Roberts, Secretary.	Do.	Do.
R. G. Shaw & Co.	Merchants	88, Bishopsgate Street Within E.C
Alex. Lawrie & Co.	Do.	14, St. Mary Axe, E.C.
Jokai (Assam) Tea Co., Limited Jhanzie Tea Association, Limited Jaipur Tea Co., Limited British Indian Tea Co., Limited	Alex. Lawrie & Co., Managing Agents.	Do.
Edwd. Boustead & Co.	Merchants	34, Leadenhall Street.
Rolls and Son	Brokers	45, Fenchurch Street.
S. Figgis & Co.	Do.	Do.
Dalton and Young	Do.	29, Mincing Lane.
For Appleton, Machin and Smiles, Limited, W. K. Appleton, Director.	Merchants	165, Fenchurch Street, E.C.
Henry Tate and Sons, Limited, Edwin Tate, Managing Director.	Sugar Refiners	21, Mincing Lane.
For Abram Lyle and Sons, Limited, Abram Lyle, Director.	Do.	Do.
For Carbutt & Co., Limited, E. H. Gillespie, Director.	Rice Merchants and Millers.	1, Dunster Court, E.C.
Theo. Vasmer & Co.	Merchants	65, Fenchurch Street, E.C.
Eastwood and Holt	Brokers	Dunster House.
C. J. Leach & Co.	Do.	37, Mincing Lane.
Chas. Barber	Broker	24, Mark Lane.
E. J. Winser & Co., H. Christie	Hide Factors	8, Railway Approach.
V. Christoff and Sons	Merchants	16, Mark Lane.
D. W. Greenhough and Son	Brokers	29, Rood Lane.
Hale and Son	Do.	10, Fenchurch Avenue
Waller and Crook	Merchants	35, Eastcheap.
Naumann, Gepp & Co., Limited	Do.	21, Mincing Lane.
C. Christopherson & Co.	Do.	Do.
Garrard and Sons	Brokers	Mincing Lane.
Charles Buch & Co.	Merchants	6, Mincing Lane.
Chas. Mangold & Co.	Brokers	9, Mincing Lane.
Ashmore and Son	Merchants	6, Mincing Lane.
Tolme and Runge	Do.	16, Mincing Lane.
Lambert and Strong	Brokers	Dunster House, Mincing Lane
August Faber & Co.	Merchants	60, Mark Lane.
Wylie & Co.	Fruit Dealers, &c.	3, Love Lane, Eastcheap.
Harner and Sons	Merchants	Mitre Square, Aldgate.
Carey and Brown	Brokers	36, Mincing Lane.
Delbanco & Co.	Merchants	9, Mincing Lane.
C. M. and C. Woodhouse	Brokers	30, Mincing Lane.
Thos. J. Pemberton & Co.	Do.	Mark Lane.
Henry Devitt	Broker	Mincing Lane.
French and Plucknett	Brokers	7 Mincing Lane

Appendix.

27th Day, No. 3—continued.

Name of Firm.	Business.	Address.
Rehder & Co.	Merchants	49, Eastcheap.
Aschenheim and Fuhrken	Do.	27, Mincing Lane.
Theodor and Rawlins	Brokers	71, Eastcheap.
Frank Field & Co.	Do.	37, Mincing Lane.
Wm. Mildred	Broker	Do.
M. C. Bacon & Co.	Merchants	14, Mincing Lane.
W. Caudery & Co., W. G. H. James	Do.	1, Fenchurch Avenue.
Peek Brothers and Winch, Limited, J. M. Harrison, Director.	Do.	20, Eastcheap.
Wedekind & Co.	Do.	4A, St. Dunstan's Alley.
J. P. Thol & Co.	Do.	6, Fen Court, E.C.
Syers & Co.	Do.	21, Harp Lane, E.C.
Ziegele Schneidt & Co.	Do.	12, Mark Lane.
Lewis and Peat	Brokers	6, Mincing Lane.
Miller and Tindal	Do.	21, Mincing Lane.
Labouchere & Co.	Do.	34, Mincing Lane.
A. J. Ellen and Son	Merchants	33, St. Mary-at-Hill, E.C.
Daniel Magnus	Do.	57, Fenchurch Street.
F. Stahlschmidt & Co.	H.M. Shipping Agents	3 and 4, Fowkes Buildings, E.C.
Freudentheil & Co.	Merchants	21, Mincing Lane, E.C.
Jenkin and Phillips	Brokers	14, Mincing Lane, E.C.
Reynolds and Sellers	Do.	9, Mincing Lane.
I. A. Rucker and Bencraft	Do.	37, Mincing Lane.
Becker, Rass & Co.	Merchants	34, Fenchurch Street.
W. F. Malcolm & Co.	Do.	36, Leadenhall Street.
N. Stanton Hill & Co.	Brokers	71, Eastcheap.
Stewart McLeod & Co.	Merchants	10 and 11, Lime Street, E.C.
Walter H. Hendley & Co.	Do.	62 and 63, Queen Street, E.C.
William Binnie & Co.	Brokers	Dunster House.
Joseph Samuel and Son	Merchants	12, Minories.
Otto Bruckmann & Co.	Do.	34, Fenchurch Street.
G. A. Witt	Agent	36, Lime Street.
Sutcliffe and Gasden	Merchants	Dunster House.
Robinson, Fleming & Co.	Do.	9, Billiter Square.
Fast and Neher	Do.	59, Mark Lane.
Landauer & Co.	Do.	36, Fenchurch Street, E.C.
Wm. Ritchie and Son	Merchants and Manufacturers.	6, Lime Street.
Krarss and Graeff	Merchants	9, Mincing Lane.
Dunlop Brothers and Co.	Do.	49, Fenchurch Street.
H. B. Hart & Co.	Brokers	38, Mincing Lane.
D. P. May & Co.	Merchants	41, Eastcheap.
Hoare, Marr & Co.	Do.	26 and 27, Budge Row, Cannon Street.
William Sargant & Co.	Brokers	9, Mincing Lane, E.C.
E. L. Simon & Co.	Merchants	40, Mincing Lane.
Robt. Stange & Co.	Do.	21, Mincing Lane.
Horsley, Kibble & Co.	Do.	Mincing Lane.
Thos. Merry & Son	Do.	139, Fenchurch Street.
Linck, Moeller & Co.	Do.	144, Leadenhall Street.
Clement Colman	Broker	59, Mark Lane.
Tankins, Hildesheim & Co.	Merchants	27, Mincing Lane.
J. P. Alpe & Co.	Do.	149, Fenchurch Street.
Hendrey and Martin	Brokers	9, Mincing Lane.
Miller and Tindal	Do.	21, Mincing Lane.
Alfred Morgan & Co.	Merchants	1, Great Tower Street.
Gray, Laurier & Co.	Do.	17, Philpot Lane.
Hicks and Ashmore	Brokers	Mincing Lane.
L. J. and H. Jonas	Merchants	51 and 52, Fenchurch Street.
Melchers, Runge & Co.	Do.	11, Fenchurch Avenue, E.C.
Stallman and Fulton Company	Do.	Dunster House, Mincing Lane.
Pralle & Co.	Brokers	21, Mincing Lane.
C. J. Bubb	Broker	47, Eastcheap.
White, Palmer & Co., Limited	Merchants	9, Mincing Lane.
Singer, Withows & Co.	Do.	24, Fenchurch Street.
Wagler & Co.	Do.	62, Leadenhall Street.
R. Myers & Co.	Do.	8, Great Tower Street.
Hamel and Horley	Do.	102, Fenchurch Street, E.C.
I. and E. Williams	Brokers	10 and 11, Mincing Lane.
H. F. Englebard & Co.	Merchants	29, Mincing Lane.
Suter, Hartman & Co.	Do.	Billiter Square Buildings
Conway Brothers and Savage	Do.	10, Mincing Lane.
Falconer & Co.		24, Mark Lane.
p.p. Pam and Glogan, G. G. C. M'Kenzie		21, Mincing Lane.
Hyslop and Symonds		9, Mincing Lane.
J. S. Long & Co.	Brokers	10, Mincing Lane.
G. Milner	Do.	59, Mark Lane.
W. D. O'Carroll	Do.	29, Mincing Lane.
Stroybant and Broome	Merchants	59, Mark Lane.
p.p. H. Kuhn & Co., A. Kuhn	Do.	6, Mincing Lane.
Lawrence & Co.		17, Mincing Lane.
Patterson, Henderson & Co.	Brokers	19, St. Dunstan's Hill.
Rivers Hicks	Merchant	17, Philpot Lane.
Edward Nauen	Do.	29, Mincing Lane.
Niemann & Co.		29, Mincing Lane.
Jas. Horsfall		37 and 38, Mark Lane

Name of Firm.	Business.	Address.
Ernsthausen, Limited, Albert Seiger	Merchants	60, Mark Lane.
Fenton, Levi & Co.	Brokers	27, Mincing Lane.
Culverwell, Brooks & Co.	Do.	27, St. Mary Axe.
C. P. Johnson	Do.	29, Mincing Lane.
Alden, Symington & Co.	Merchants	39, Mincing Lane.
Oldendorff and Buff	Brokers	98, Great Tower Street.
Bleuler & Co.	Merchants	36, Eastcheap.
W. C. Back	Do.	4, Cullum Street.
Brinkmann & Co.		7, Mincing Lane.
G. L. Porter		10, Mincing Lane.
Berg and Heinrich		36, Mark Lane.
John Mullett		42, Fenchurch Street.
Leslie and Anderson		14, Billiter Street.
Anderson, Fairley and Brown	Brokers	36, Mincing Lane.
Stann and David	Do.	51 and 52, Fenchurch Street.
M. Erdmann & Co.		32, Fenchurch Street.
Robert Heinekey & Co.		34, Great Tower Street.
P. Hydemann		34, Leadenhall Street.
Samuel Weiss & Co.		27, Mincing Lane.
F. A. Lehnhoff		21, Mincing Lane.
Archer Kent	Broker	21, Mincing Lane.
R. J. Rouse & Co.	Brokers	130, Fenchurch Street.
Wm. Herg	Merchant	21, Mincing Lane.
Clarke and Smith	Merchants	40, Eastcheap.
Johnston, Martin & Co.	Do.	Dunster House.
H. Buchler	Do.	Dunster House.
Puddy & Co.	Brokers	9, Mincing Lane.
Gillespie Bros. & Co.	Merchants	23, Crutched Friars.
David T. Domeier & Co., Limited, C. Twietmeyer, Director.	Do.	13, St. Mary-at-Hill.
Charles Wimble & Co.	Brokers	21, Mincing Lane.
Hunt and Watt	Do.	10 and 11, Mincing Lane.
Harry Robertson	Merchant	21, Mincing Lane.
T. V. Drake & Co.		10, Mincing Lane.
Thompson Bros. & Co.		5, Market Buildings.
C. S. Cox & Co.		5 and 6, Billiter Avenue.
Lloyd and Carter	Brokers	32, Fenchurch Street.
Samuel Lambert & Co.		132, Fenchurch Street.
F. Schmitz & Co.	Merchants	59, Mark Lane.
The Arracan Company, Limited	Do.	57½, Old Broad Street.
Wilson, Smithett & Co.	Brokers	21, Mincing Lane.
Donald Andrews	Merchant	16, Philpot Lane.
Peirce, Leslie & Co.	Merchants	14, Billiter Street, E.C.
Bomford & Co.	Wharfingers	9, Mincing Lane.
Simson Brothers	Merchants	Mincing Lane.
C. A. H. Nichols	Do.	Peninsular House, Monument Street.
O. Kees & Co.	Do.	22, Great St. Helens.
Robert Katz & Co.	Brokers	37, Mincing Lane.
Thos. E. Smith		11, Jewry Street.
George T. Benton and Son	Brokers	29, Mincing Lane.
p.p. J. W. Doane & Co.—F. W. Brond	Merchants	37, Mincing Lane.
T. M. Duche and Sons	Do.	Monument Square.
p. James Keiller and Sons, Limited.—Jas. Boyd	Tay Wharf	Silvertown, E.
James Cook & Co.	Brokers	40, Mincing Lane.
H. H. Hancock & Co.	Do.	39, Mincing Lane.
R. Baur & Co.	Merchants	Sugar Loaf Court.
Howard, Leich & Co.	Brokers	21, Mincing Lane.
Bordier & Co.	Merchants	St. George's House, Eastcheap.
H. Craven	Broker	28, Fenchurch Street.
Henekell, Du Buirron & Co.	Merchants	18, Laurence Pountney Lane
John Bradock & Co.	Brokers	9, Mincing Lane.
Kirkpatrick, Barr and Guthrie	Merchants	4, Cullum Street.
Wood and Kaye	Brokers	Commercial Sale Rooms.
Burnett Brothers and Sons	Steam Shipowners	14, Mincing Lane.
E. and H. Oldendorff	Merchants	59, Mark Lane.
Gray, Becker & Co.	Do.	12, Mark Lane.
J. C. P. Hatz and Sons	Do.	Billiter Square Buildings.
Frame, Alston and Arbuthnot	Do.	21, Mincing Lane.
Edward Davis & Co.	Brokers	3, Fen Court, Fenchurch Street.
Theodor Schneider	Merchant	53, Leadenhall Street.
W. F. Schafer	Do.	25, Great Tower Street, E.C.
Goodison Brothers	Brokers	36, Eastcheap.
W. Barrett	Merchant	21, Mincing Lane.
C. D. and F. Man	Brokers	7 Mincing Lane.
Bastone and Firminger	Do.	4, Cullum Street.
Robt. Von Glehn and Sons	Merchants	Idol Lane.
Francke and Rasch	Do.	29, Mincing Lane.
Molineux and Walker	Brokers	9, Mincing Lane.
Henry Kiver & Co.	Do.	5, Fen Court.
C. N. Levy	Merchant	7, Mincing Lane.
Justus & Co.	Merchants	7, Mincing Lane.
Malcolm, Brunker & Co., Limited, per C. Ross	Do.	22, St. Mary Axe.
E. Jacob & Co.	Merchants	32, Fenchurch Street.
Joseph Barber & Co.	Wharfingers	Brewer's Quay, Lower Thames Street.
Anderson, Weber and Smith	Do.	Metropolitan and New Crane Wharves.

Appendix.

27th Day, No. 3—continued.

Name of Firm.	Business.	Address.
Arthur Robottom	Merchant	9, Mincing Lane.
Fr. Meyers Sahn, Limited.—U. V. H., Director	Brokers	26, Mincing Lane.
H. G. Emery	Home and Colonial, Limited	Paul Street, Finsbury.
Francis N. Nash	Freeman of the Watermen's Company.	1, Mincing Lane.
Hicks, Nash & Co.	Wharfingers	Pickle Herring Wharf and West's Wharf.
T. H. Green	Do.	19, Swan Street, E.
Gustav Meyer & Co.	Merchants	21, Mincing Lane.
Adamson, Gilfillan & Co.	Do.	2, Billiter Avenue.
W. H. Cale & Co.		85, Gracechurch Street.
Shallet, Dale & Co.	Ship Brokers	155, Fenchurch Street.
Walsham and Hudson	Sugar Brokers	21, Mincing Lane.
Gilman Brothers & Co.	Merchants	33, Lime Street.
p.p. Donald Gray and Sons.—D. K. Gray	Brokers	36, Mincing Lane.
S. Satro & Co.	Merchants	40, Eastcheap.
London and Edinburgh Shipping Company.—J. C. Gregory, Manager.	Wharfingers and Ship-brokers.	Hermitage Steam Wharf, Wapping.
J. Duffus & Co.	Merchants	41, Eastcheap.
Maurice, Fulmann & Co.	Do.	21, Mincing Lane.

4. COPY of PETITION of MERCHANTS, BROKERS and MEMBERS of the LONDON SHIPPING EXCHANGE to the PRESIDENT of the BOARD OF TRADE on the subject of the WATERMEN and LIGHTERMEN'S COMPANY, dated the 9th day of November, 1900. Appendix. 27th Day, No. 4.

(*Handed in by Mr. H. C. Smith on the Twenty-seventh Day. See Question 10409.*)

London, 9th November, 1900.

TO THE RIGHT HONOURABLE THE PRESIDENT OF THE BOARD OF TRADE.

SIR,

We beg to bring to your notice the serious loss, and the grave inconvenience, to the mercantile and shipping community, owing to the lightermen's strike on the Thames.

All water-borne goods are either stopped or seriously delayed owing to this cause, and trade is generally disorganised. The extra cost and delay will assuredly tend to permanently injure the trade of London, and will encourage direct shipments in foreign bottoms.

We learn that the Lightermen and Watchmen, who are in receipt of exceptionally high wages, and whose work (since towing barges has been generally adopted) in the majority of cases is merely nominal, as in many cases they neither load the barges or navigate them, are enabled by the privileges they possess under an old Charter thus to block the trade of the port with comparatively little harm to themselves.

We trust Her Majesty's Government will take early measures to do away with the old Charter referred to, and cause the river to be thrown open to trade.

We Merchants, Brokers and Members of the London Shipping Exchange, have the honour to be,

Sir,

Yours obediently,

Name of Firm.	Business.	Address.
Wm. Milburn & Co.	Shipowners	2, Billiter Avenue.
C. B. Russell & Co.	Iron merchants	Billiter Square Buildings.
Christensen & Co.	Ship brokers	10, London Street, E.C.
Chas. G. Wise	Do.	9, Billiter Square.
G. S. Starnes	Do.	Fenchurch Street.
Westmore, Livett & Co.	Do.	72, Bishopsgate Street.
Burchard & Co.	Merchants	35, Eastcheap.
Bethell, Gwyn & Co.	Shipowners	22, Billiter Street.
Thos. Ronaldson & Co.	Shipowners and brokers	34, Leadenhall Street.
Walker, Howard & Co.	Ship brokers	48, Mark Lane.
The English and Continental Shipping Co., Ltd.—Signed T. W. Howard, Director.		48, Mark Lane.
W. Lund—Signed per T. W. Lund	Shipowner	3, East India Avenue.
H. Clarkson & Co.		112, Fenchurch Street.
Hy. Perwacher & Co.	Ship brokers	113, Fenchurch Street.
Wainwright Bros. & Co.	Do.	101, Leadenhall Street.
W. G. Innes	Merchants	8, Crosby Square, E.C.
The Monument Bonded Warehouse Co., Ltd.	Wharfingers	London Bridge, E.C.
J. R. Wilson & Co.	Do.	Limehouse Wharf, E.
Brown and Elmslie	Do.	Davis Wharf, Tooley Street.
Hamel and Horley	Merchants	102, Fenchurch Street.
R. E. Stephens	Shipowner	17, Leadenhall Street.
John Swire & Son	Shipowners	22, Billiter Street.
Thos. H. James	Japan Mail S.S. Co.	2, Fenchurch Avenue.
Stedman, Crowther & Co.	Iron Merchants and Shippers.	4, Lime Street, E.C.
A. E. Dick & Co.	Insurance agents	93, Leadenhall Street.
W. H. Such	Ship broker	2, New London Street.
Kenny, Mahon & Co.	Shipowners and brokers	Billiter Buildings, E.C.
R. Hawkins	City superintendent, L. & S. W. Railway Co.	Arthur Street, W.
Williams and Geils	Shipping agents	35, King William Street.
Edm. Haslehust & Co.	Shipowners	Billiter House.
M. C. Davies, Karri and Jarrah & Co., Ltd.—Signed R. Wallace, Secretary.		85, Gracechurch Street.
Thos. Meadows & Co.	Shipping agents	35, Milk Street.
Killick, Martin & Co.	Ship brokers	7, Fen Court, E.C.
Cheney, Eggar and Forrester	Colliery agents	9, Fenchurch Avenue, E.C.
William Gibbs	Wharfinger	Duke Shore Wharf, Limehouse.
W. J. Walton	Tees Union Shipping Co.	60, Fenchurch Street.
Jas. Milsman	Gun and Shot Wharves Co.	Tooley Street, S.E.
C. Jordan	Ship broker	Billiter House.
John Clark & Co.	Ship brokers	Do.
W. Gigney	Merchant	London Shipping Exchange
W. M. Corner	Ship broker	20, Billiter Street.
William Beal & Co.	Coal merchant	101, Leadenhall Street
F. B. Langridge	Ship broker	16, Great St. Helens
Jno. H. Stark	Do.	Do.
G. T. Langridge	Do.	Do.

Appendix.

27th Day, No. 4—continued.

Name of Firm.	Business.	Address.
Thos. Trapp & Sons	Merchants	21, Water Lane.
James Greig	Little Western S.S. Co.	60, Fenchurch Street.
W. Williamson	Chesapeake and Ohio S.S. Co., Limited.	4, Fenchurch Avenue.
Rosenberg, Lowe & Co.	Shipping agents	109, Fenchurch Street.
Allan Brothers & Co., Ltd., Liverpool and London, Signed per pro Wm. P. Millard	Shipowners	103, Leadenhall Street.
John Pearce	Merchant	20, Billiter Street.
A. W. Tonge & Co.	Ship brokers	5, East India Avenue.
H. W. Parkinson	Barge owners	Poplar, E.
Wright Bros. & Co.	Ship brokers	9 & 11, Fenchurch Avenue.
Geo. W. Brennan & Co.	Ship and tug owners	
William Braine	Ship broker	20, Billiter Street.
A. G. Robinson	Shipping agent	64, Mark Lane, E.C.
R. Marquis Mackillingen & Co.	Wine merchants	65, Fenchurch Street.
Edwin Sturgeon	Merchant, &c.	20, Billiter Street.
Davies, Jones & Co.	Ship brokers	47, Mark Lane, E.C.
A. & W. Dudgear	Consulting engineers, shippers and importers.	63, Leadenhall Street.
London & Edinburgh Shipping Co., signed J. C. Gregory, Agent	Shipowners and wharfingers	Hermitage Steam Wharf, Wapping, E.
E. C. Brilban	Shipping agent	27, Leadenhall Street, E.C.
W. D. Taylor & Co.	Merchants	40, Upper Thames Street, E.C.
F. Claydon & Co.	Wharfingers	Baltic Wharf and Tunnel Wharf.
J. T. Cooper	Wharfinger and Wool warehouse keeper.	New Street, Bishopsgate.
F. A. Hodgkinson & Co.	Shipping agents	39, Lime Street.
R. Smith	Traveller	Bond Court, Walbrook.
Richard Gurney	Shipping agent	21, Mincing Lane.
W. A. Cantano	Ship broker	97, Cannon Street.
M. Griggs	Do.	46, Leadenhall Street.
Robertson, Shankland & Co.	Ship brokers	48, Lime Street.
Browning Dick	Do.	93, Leadenhall Street.
Jamieson, Grieve & Co.	Do.	2, East India Avenue.
W. Bauer & Co.	Shipping agents	72, Mark Lane.
Patrick Gardiner & Co.	Merchants	5, Fen Court.
James McMillan	Ship broker	46, Leadenhall Street.

5. COPY of PETITION of MERCHANTS, BROKERS, and MEMBERS of the LONDON METAL EXCHANGE to the PRESIDENT of the BOARD OF TRADE on the subject of the WATERMEN and LIGHTERMEN'S COMPANY, dated the 9th day of November, 1900.

Appendix. 27th Day, No. 5.

(Handed in by Mr. H. C. Smith on the Twenty-seventh Day. See Question 10409.)

London, 9th November, 1900.

TO THE RIGHT HONOURABLE THE PRESIDENT OF THE BOARD OF TRADE.

SIR,

We beg to bring to your noticice the serious loss, and the grave inconvenience, to the mercantile and shipping community, owing to the Lightermen's strike on the Thames.

All water-borne goods are either stopped or seriously delayed owing to this cause, and trade is generally disorganised. The extra cost and delay will assuredly tend to permanently injure the Trade of London, and will encourage direct shipments in foreign bottoms.

We learn that the Lightermen and Watchmen, who are in receipt of exceptionally high wages, and whose work (since towing barges has been generally adopted) in the majority of cases is merely nominal, as in many cases they neither load the barges or navigate them, are enabled by the privileges they possess under an old Charter thus to block the trade of the port with comparatively little harm to themselves.

We trust Her Majesty's Government will take early measures to do away with the whole Charter referred to, and cause the river to be thrown open to trade.

We Merchants, Brokers, and Members of the London Metal Exchange have the honour to be,

Sir,

Yours obediently,

Name of Firm.	Business.	Address.
Brandeis, Goldschmidt & Co.	Merchants	18, Fenchurch Street.
Schwann & Co.	Do.	6, Moorgate Street.
James and Shakespeare	Metal Brokers	1, Metal Exchange Buildings, E.C.
Cumming and Kelley	Do.	23, Leadenhall Street.
Vivian Younger and Bond	Do.	117, Leadenhall Street.
Morrison, Kekewich & Co.	Do.	70, Gracechurch Street.
Webb, Shakespeare and Williams, Limited	Manufacturers and Merchants.	17, Philpot Lane, E.C.
Charles S. Henry & Co.	Merchants	12, Leadenhall Street, E.C.
William Sargant & Co.	Brokers	9, Mincing Lane, E.C.
Lazarus, Lewis and Sons	Merchants	10 & 11, Lime Street, E.C.
H. J. Enthoven and Sons	Do.	17, Gracechurch Street.
George Smith and Sons	Do.	5, Philpot Lane.
A. Straus & Co.	Do.	16, Rood Lane.
Fred. C. Milford	Metal Broker	85, Gracechurch Street.
Brooker, Dare & Co.	Do.	4, Corbet Court, E.C.
French and Smith	Metal Brokers	147, Leadenhall Street.
Henry Bath and Son	Do.	53, New Broad Street.
Naylor, Benzon & Co.	Merchants	20, Abchurch Lane.
Hy. Rogers, Sons & Co.	Metal Merchants	85, Gracechurch Street.
Ricards and Freiwald	Do.	115, Leadenhall Street.
Pearce, Sharpe & Co.	Do.	150, Leadenhall Street.
A. Runge & Co.	Merchants	4, East India Avenue, Leadenhall Street, E.C.
Samuel Sons and Benjamin	Metal Merchants	164, Fenchurch Street.
Jas. Livingston	Do.	34, Gracechurch Street.
D. D. Carroll & Co.	Metal Brokers	43, Mincing Lane.
Redruth Tin Smelting Co.	Merchants	Golden Heart Wharf, Dowgate, E.C.
C. Tennant, Sons & Co.	Do.	9, Mincing Lane.
D. Stevens	Metal Agent	39, Lombard Street.
per pro William Jacks and Co., signed T. Buchanan.	Iron Merchants	23, Leadenhall Street.
P. W. H. Bowley & Co.	Iron Brokers and Merchants.	46, Fenchurch Street.
Bradley & Burch	Metal Merchants	5, Whittington Avenue, E.C.
C. M. N. Wilson	Metal Agent	153, Fenchurch Street.
Wm. Simmons	Metal Broker	19, Gracechurch Street.
The Cape Copper Co., Limited, signed P. J. Franks, Secretary.	Smelters	9, Queen Street Place, E.C.
Champion, Druce & Co.	White Lead Manufacturers	8, Laurence Pountney Hill, E.C.
William Foster & Co., and Pascoe, Grenfell and Son, Limited, signed W. W. Letch.	Copper Rollers and Smelters.	Leadenhall Buildings.
Charles Lambert & Co.	Copper Smelters, &c.	Ditto.
Nevill Druce & Co.	Do. Do.	4, Corbet Court, E.C.
B. B. Larck & Co.	Metal Merchants	3, Great Tower Street.
Elliott's Metal Co., signed John W. Elkington	Metal Manufacturers	22, Leadenhall Buildings.
Stedman, Crowther & Co.	Merchants and Metal Brokers.	4, Lime Street, E.C.
H. Kœnigs & Co.	Do. Do.	38, Lime Street, E.C.

Appendix.

27th Day, No. 5—continued.

Name of Firm.	Business.	Address.
Hallett and Fry	Antimony Refiners	202, Rotherhithe Street, S.E.
A. Cohen and Co.	Merchants	161, Great Dover Street.
Charles Davis	Metal Broker	25, Rood Lane.
John H. Austin & Co.	Merchants	62, Gracechurch Street, E.C.
A. Runge & Co.	Do.	East India Avenue, E.C.
Ramshay and Marshall	Iron Merchants	17, Lime Street.
J. C. Geiselbrecht & Co.	Merchants	8, Leadenhall Street.
T. J. Walker	Do.	Metal Exchange.
G. A. Walker	Do.	Do.
W. T. Sargant & Co.	Metal Brokers	6, Mincing Lane.
Sim and Coventry	Merchants and Brokers	110, Cannon Street.
Phelp, James & Co	Merchants	16, Leadenhall Street.
Rudolph, Wolff & Co., signed R. A. Wolff	Metal Merchants	12, Fenchurch Street, E.C.
Vivian and Sons	Copper Smelters	Bond Court House, Walbrook.
Reckindi and Bee	Metal Brokers	17, Gracechurch Street.
Thomas Morrison & Co., Limited, John Morrison.	Merchants	17, Philpot Lane.
P. W. Spence & Co.	Metal Brokers	20, Eastcheap.
Grey and Marten, Limited	Lead Manufacturers	Southwark Bridge.
J. L. C. Perry	Merchant	Coleman Street.
P. M. Sandford & Co.	Merchants	Rood Lane.
Lewisohn Bros. & Co.	Do.	Bury Street, E.C.
Locke Lancaster and W. W. R. Johnson, Sons, Limited. Signed Percy L. Lancaster, Director.	Lead Merchants	94, Gracechurch Street, E.C.
Jas. Forster	Do.	141, Fenchurch Street.
John Bott & Co.	Merchants	39, Old Broad Street, E.C.
B. A Grantoff & Co.	Do.	8, Fenchurch Buildings.
William C. H. Ivens	Metal Agent	57, Gracechurch Street.

6. COPY of PETITION of MEMBERS of the CORN EXCHANGE to the PRESIDENT of the BOARD of TRADE on the subject of the WATERMEN and LIGHTERMEN'S COMPANY, dated the 9th day of November 1900.

(Handed in by Mr. H. C. Smith on the Twenty-seventh Day. See Question 10409.)

London, 9th November, 1900.

To the RIGHT HONOURABLE THE PRESIDENT OF THE BOARD OF TRADE.

SIR,

We beg to bring your notice the serious loss, and the grave inconvenience, to the Mercantile and Shipping Community, owing to the Lightermen's strike on the Thames.

All water-borne goods are either stopped or seriously delayed owing to this cause, and trade is generally disorganised. The extra cost and delay will assuredly tend to permanently injure the Trade of London, and will encourage direct shipments in foreign bottoms.

We learn that the Lightermen and Watchmen, who are in receipt of exceptionally high wages, and whose work (since towing barges has been generally adopted) in the majority of cases is merely nominal, as in many cases they neither load the barges or navigate them, are enabled by the privileges they possess under an old Charter thus to block the trade of the port with comparatively little harm to themselves.

We trust Her Majesty's Government will take early measures to do away with the old Charter referred to and cause the river to be thrown open to trade.

We Merchants, Brokers and Members of the Corn Exchange, have the honour to be,

SIR,

Yours obediently,

Name of Firm.	Business.	Address.
Chambers Brothers	Corn Merchants	40, Seething Lane.
Horne, Son & Bryant	Do.	59, Mark Lane.
Frank Hurt & Co.	Do.	Seething Lane.
George Roffey & Son	Do.	41, Seething Lane.
C. F. Claudias & Chattaway	Do.	16, Corn Exchange Chambers.
T. S. Medill	Do.	12, Mark Lane.
C. O. Atkinson & Co.	Do.	Corn Exchange Chambers.
Vogan & Co.—per Randal Vogan	Corn Merchants and Millers.	Mill Wharf, Dockhead, S.E., and Corn Exchange.
Tasker & Co.	Corn Merchants	19, Mark Lane.
Cronbach & Co.	Do.	29, Mark Lane.
Winter Brothers	Do.	12, Mark Lane.
Usborne & Son	Do.	20, Bishopsgate Street Without.
G. F. Mallison & Co.	Do.	23–25, Billiter Street.
Martin, Love & Co.	Do.	77, New Corn Exchange.
Alfred W. Brandon Vincent	Do.	13–14, Trinity Square.
J. Picard & Co.	Seed Merchant	59, Mark Lane.
R. Chambers & Co.	Members	47, Mark Lane.
F. G. Cainnon	Merchant	43, Bethnal Green Road.
Davit & Tarry	Corn Brokers	114, Fenchurch Street.
H. R. Walker	Corn Broker	Corn Exchange Chambers, E.C.
Clark, Bach & Co.	Merchants	23, Crutched Friars.
J. Rossiter	Flour Salesman	26, Great Tower Street.
For and on behalf of Wm. Millar & Co., Limited, Henry C. Millar, Director.	Merchant	110, Fenchurch Street.
Henry R. Perry	Wharfinger	Princes Wharf, Lambeth.
Haslam & Makooski	Flour Importers	Corn Exchange Chambers, E.C.
Boyers & Anger	Do.	Do. Do.
Coventry, Sheppard & Co.	Corn Factors	Corn Exchange Chambers.
Saml. Kidd & Co., Limited, Arthur R. Wright	Millers	Isleworth and London.
Herbt. Grays & Co.	Corn Merchant	Tring.
Agerup, Peterson & Co.	Merchants	59, Mark Lane.
Wm. Mayo & Co.	Do.	5, Trinity Square, E.C.
E. Robertson	Flour Factor	Corn Exchange.
Webb & Kenward	Corn Brokers	15, Seething Lane.
Shipton, Anderson & Co.	Merchants	Palmerston Buildings, E.C.
For London & Edinburgh Shipping Co., J. C. Gregory, London Manager.	Wharfingers	Hermitage Steam Wharf, Wapping, E.
S. W. Keene & Co.	Corn Factors	16, Mark Lane, E.C.
Linck, Moeller & Co.	Merchants	144, Leadenhall Street.
Hall & Davidson	Millers	Ewell, Surrey.
C. Wogan & Co.	Merchants	79, Mark Lane.
Joshua Keevil	Merchant	Mark Lane.
H. W. Knowles	Flour Factor	Winchester House.
Robt. John Hewetson	Oil Cake Factor	1, Catherine Court, E.C.
E. Wood & Co.	Corn Factors	Corn Exchange.
W. S. Collett & Co.	Flour Merchants	Do.
L. M. Romford & Co.	Corn Factors	42, Crutched Friars.
Latham & Co.	Flour Merchants	10, Catherine Court.
Praschkauer & Co.	General Merchants	112, Fenchurch Street.
W. M. Marriage & Sons	Millers	Chelmsford.
J. Taylor & Son, Limited	Corn Merchants	Camberwell.

Appendix.

27th Day, No. 6—continued.

Name of Firm.	Business.	Address.
Albert Christie	Commission Merchant	36, Mark Lane.
Morris & Co.	Flour Importers	79, Mark Lane.
Carni Taylor	Corn Merchant	Rickmansworth.
Spratts Patent, Limited	Biscuit Manufacturers and Grain Merchants.	24 and 25, Fenchurch Street, E.C.
E. Underwood and Son, Limited	Hay Merchants	Brentford and Nine Elms.
Per Ross T. Smyth & Co.—T. Horne	Flour Merchants	33, Mark Lane.
Skelton Brothers	Corn Merchants	50, Mark Lane.
E. Bell and Sons	Do.	New Corn Exchange, E.C.
H. S. Shipton	Do.	41, Seething Lane.
Gould Brothers	Do.	Bow Bridge Wharf, E.
Green & Gowlett	Do.	7, Catherine Court, E.C.
Grimsdale and Sons	Do.	2, Catherine Court, E.C.
Watkins, Winser & Hammond	Do.	1, Muscovy Court, E.C.
J. J. and R. Walker & Co.	Do.	1, Muscovy Court, E.C.
Charles Brown & Co.	Millers	Croydon.
G. J. Goodhart & Co.	Corn Merchants	39, Seething Lane, E.C.
W. P. Wood & Co.	Do.	41, Seething Lane, E.C.
John Todd	Do.	34, Clement's Lane.
Robert Marr	Flour Importer	Corn Exchange Chambers.
Albert Struss	Do.	Corn Exchange Sale Rooms.
W. M. Meesom	Do.	50, Mark Lane.
Geo. Harker & Co., Limited	Seed Merchants	Corn Exchange and Aberdeen Wharf.
Charles Paterson & Co.	Merchants	30, Great St. Helens, E.C.
John Burstall & Co.	Corn and Oil Cake Merchants.	34, Mark Lane.
Jas. Graves	Wharfinger	Gun and Shot and Griffin's Wharves, Tooley Street.
N. Van Lessen	Seed Merchant	Corn Exchange Chambers.
Miles, Druce & Co.	Iron Merchants	29, Upper Thames Street.
Vandertaelen & Co.	Flour Experts	59, Mark Lane.
W. Kingsford and Son	Flour Importers	30, Corn Exchange Chambers.
A. Wise	Corn Broker	38, Bishopsgate Street Within.
Wm. Muggeridge & Co.	Corn Merchants	41, Seething Lane, E.C.
George Snelling	Corn Factor	59, Mark Lane, E.C.
F. J. Cornwell, Son & Huett	Merchants	25-26, Crosby Buildings, E.C.
Thos. Connorton & Son	Corn Merchants	3-4, Fowkes Buildings, E.C.
Marcus & Co.	Do.	59, Mark Lane.
Brown & Hart	Do.	7, Mark Lane.
Randells & Co.	Malt Factors	25, Mark Lane.
W. G. Clarkeston & Co.	Biscuit Manufacturers	Thomas Street, Limehouse, E.
Charles Waydelin	Flour Merchant	45, Borough High Street.
Pattenhausen Brothers	Flour Merchants	40, Great Tower Street, E.C.
B. Smith and Sons	Do.	1, Catherine Court.
John Dudin & Sons	Wharfingers	35, Shad Thames.

7. COPY of PETITION of MEMBERS of LLOYDS' to the PRESIDENT of the BOARD of TRADE on the subject of the WATERMEN and LIGHTERMEN'S COMPANY, dated the 9th day of November 1900.

Appendix. 27th Day. No. 7.

(Handed in by Mr. H. C. Smith on the Twenty-seventh Day. See Question 10409.)

LONDON, 9th November, 1900.

TO THE RIGHT HONOURABLE THE PRESIDENT OF THE BOARD OF TRADE.

SIR,

We beg to bring to your notice the serious loss, and the grave inconvenience, to the Mercantile and Shipping Community, owing to the Lightermen's strike on the Thames.

All water-borne goods are either stopped or seriously delayed owing to this cause, and trade is generally disorganised. The extra cost and delay will assuredly tend to permanently injure the Trade of London, and will encourage direct shipments in foreign bottoms.

We learn that the Lightermen and Watchmen, who are in receipt of exceptionally high wages, and whose work (since towing barges has been generally adopted) in the majority of cases is merely nominal, as in many cases they neither load the barges or navigate them, are enabled by the privileges they possess under an old Charter thus to block the trade of the port with comparatively little harm to themselves.

We trust Her Majesty's Government will take early measures to do away with the old Charter referred to, and cause the river to be thrown open to trade.

We Members of Lloyds' E.C. have the honour to be,

Sir,

Yours obediently,

Name of Firm.	Business.	Address.
H. S. Atkins	Underwriter	Lloyd's.
Robt. J. Fleming	Do.	Do.
Sam. Smith	Do.	Do.
J. P. Harris	Do.	Do.
Arthur C. Brown	Do.	Do.
Ernest E. Adams	Do.	Do.
Prideaux R. Selby	Do.	Do.
Herbert W. Symondson	Do.	Do.
B. Mackinnon	Do.	Do.
W. E. Lamplough	Do.	Do.
A. N. Sturge	Do.	Do.
W. Sedgwick	Do.	Do.
Charles Ide Rougemont	Do.	Do.
W. Luscombe	Do.	Do.
C. A. Kenith	Do.	Do.
T. A. Nicholls	Do.	Do.
D. S. Poole	Do.	Do.
H. Reginald Yorke	Do.	Do.
John McNair	Do.	Do.
Sidney A. Routton	Do.	Do.
Alfred Meltmen	Do.	Do.
John H. Morrison	Do.	Do.
C. A. Hardmare	Do.	Do.
Alfred Faber	Do.	Do.
J. Gibson Fleming	Do.	Do.
Holford Secretan	Do.	Do.
W. Arthur Bradford	Do.	Do.
Geo. Bullex	Do.	Do.
J. D. Harrison	Do	Do.
S. Baddeley	Do.	Do
B. D. Mellor	Do.	Do
Stephen White	Do.	Do.
Veri Trimmus	Do.	Do.
A. F. Charlesworth	Do.	Do.
Edmund Deane	Do.	Do.
J. Franklin Adams	Do.	Do.
H. Simson	Do.	Do.
E. C. Mumford	Do.	Do.
H. F. Chance	Do.	Do.
Jno. Poor & Sons	Do.	Do.
Fredk. N. Large	Do.	Do.
Geoffrey Head	Do.	Do.
Edward Hicks	Do.	Do.
E. N. Richardson	Do.	Do.
F. G. Basden	Do.	Do.
Henry D. Bishop	Do.	Do.
Walter H. Hanes	Do.	Do.
Aug. G. Mussun	Do.	Do.
Fredk. A. Powall	Do.	Do.
B. R. Fleming	Do.	Do.

Appendix.

27th Day, No. 7—continued

Name of Firm.	Business.	Address.
Geo H. Morice	Underwriter	Lloyd's.
R. W. Shephard	Do.	Do.
John W. Hinson	Do.	Do.
A. H. Secretan	Do.	Do.
H. C. Humphrey	Do.	Do.
B. Munt	Do.	Do.
Henry T G. Dumas	Do.	Do.
A. W. Roberts	Do.	Do.
R. G. Macmillan	Do.	Do.
H. W. Murray	Do.	Do.
Alex. Bevington	Do.	Do.
Ernest F. Stearns	Do.	Do.
J. E. Hammichi	Do.	Do.
A. Luscombe	Do.	Do.
D. C. Mackinnon	Do.	Do.
W. Hoade	Do.	Do.
Clemt. Moser	Do.	Do.
Ernest Milliken	Do.	Do.

8. STATEMENT of GOODS and BARGES shifted during the LIGHTERMEN'S STRIKE of 15th October 1900 to 24th January 1901, from HAY'S WHARF.

(Handed in by Mr. H. C. Smith on the Twenty-seventh Day. See Question 10418.)

Date.	Number of Days.	Packages of Tea.	Bales of Hides, Skins, Leather Pelts, Basils, &c.	Bales of Wool.	Cases of Meals.	Pails of Lard.	Boxes of Butter.	Carcases of Mutton.	Quarters of Wheat.	Tons of Seed.	Sundry Packages.	Barges Shifted.	
												To the Docks.	Ex the Docks.
1900:													
15 to 31 October -	17	45,072	3,738	561	8,054	19,892	20,618	8,834	1,000	200	17,056	181	161
November - - -	30	65,841	6,700	872	43,179	39,277	46,789	14,214	—	2,677	30,318	276	278
December - - -	31	77,294	6,171	2,408	4,041	59,398	71,139	22,942	4,120	1,820	39,932	236	212
1901:													
1 to 24 January - -	24	101,341	5,619	2,097	19,691	8,665	99,722	26,067	479	967	47,734	292	290
TOTAL - - -	102	289,548	22,228	5,938	74,965	127,232	238,268	72,057	5,599	5,664	135,040	985	991

We have prepared the above Statement of Goods and Barges shifted during the Lightermen's Strike (15th October 1900 to 24th January 1901) from the various books of Hay's Wharf Lighterage Department and certify the same to be in accordance therewith.

31, Lombard Street, E.C.
17th June 1901.

GRAY AND FIRMIN,
Chartered Accountants.

Appendix.
27th Day,
No. 9.

9. TABLE showing the INCREASE in the EXPORTS from NEW ZEALAND from 1882 to 1899.

(*Handed in by Sir Edwyn Dawes*, K.C.M.G., *on the Twenty-seventh Day. See Question 10571.*)

YEAR.	Wool.	Gold.	Frozen Meat.	Butter and Cheese.	Agricultural Produce.	Manufactures.	Other New Zealand Produce.	TOTAL.
	£.	£.	£.	£.	£.	£.	£.	£.
1882 - - -	3,118,554	921,664	19,339	62,218	1,150,462	158,005	753,654	6,183,896
1883 - - -	3,014,211	892,445	118,328	48,912	1,513,805	178,808	988,538	6,755,047
1884 - - -	3,267,527	988,953	345,090	91,667	941,869	147,200	1,043,948	6,826,254
1885 - - -	3,205,275	890,056	373,857	138,129	668,727	190,114	996,143	6,462,301
1886 - - -	3,072,971	934,648	427,193	151,194	688,804	109,656	997,216	6,386,682
1887 - - -	3,321,074	747,878	455,870	109,383	588,022	124,382	1,204,372	6,551,081
1888 - - -	3,115,098	914,309	628,800	197,170	905,907	233,383	1,260,461	7,255,128
1889 - - -	3,976,375	785,490	783,374	213,945	1,424,297	569,880	1,288,647	9,042,008
1890 - - -	4,150,599	751,360	1,087,617	207,687	1,289,864	547,947	1,393,687	9,428,761
1891 - - -	4,129,686	1,007,172	1,194,724	236,933	894,467	420,357	1,516,755	9,400,094
1892 - - -	4,313,307	951,963	1,033,377	318,204	1,035,637	367,677	1,345,703	9,365,868
1893 - - -	3,774,738	915,921	1,085,167	354,271	716,546	345,636	1,365,164	8,557,443
1894 - - -	4,827,016	887,865	1,194,545	366,483	317,655	224,958	1,266,626	9,085,148
1895 - - -	3,662,131	1,162,181	1,262,711	378,510	326,029	188,702	1,409,889	8,390,153
1896 - - -	4,391,848	1,041,428	1,251,993	411,882	572,355	198,081	1,309,749	9,177,336
1897 - - -	4,443,144	980,204	1,566,286	553,122	495,175	197,601	1,360,735	9,596,267
1898 - - -	4,645,804	1,080,691	1,698,750	539,466	410,677	253,805	1,695,795	10,324,988
1899 - - -	4 324,627	1,513,180	2,088,856	713,617	913,678	378,066	1,867,716	11,799,740

10. TABLE showing the EXPORTS of FROZEN MEAT from NEW ZEALAND for the SIX MONTHS ending 31 December 1900.

(*Handed in by Sir Edwyn Dawes*, K.C.M.G., *on the Twenty-seventh Day. See Question 10571.*)

PORT.	Mutton.				Lamb.		Beef.
	Carcases.	Legs.	Pieces.	Weight in lbs.	Carcases.	Weight in lbs.	Weight in lbs.
Auckland	766	—	—	46,339	1,787	59,328	1,548,930
Gisborne	58,219	54,794	38,848	4,097,077	3,534	111,332	1,165,693
Napier	70,024	58,753	36,634	4,945,361	13,917	466,249	2,764,145
Waitara	756	—	—	43,539	—	—	2,000,794
Wanganui	52,763	16,230	17,291	3,311,968	843	27,727	1,491,936
Wellington	182,727	106,308	11,259	11,847,584	10,532	347,894	4,137,229
Picton	—	—	—	—	—	—	—
Lyttelton	142,754	—	—	8,125,842	57,367	2,120,577	463,595
Timaru	50,152	—	—	2,950,270	27,959	1,105,979	—
Oamaru	5,990	—	—	337,404	2,051	83,190	71,718
Port Chalmers	34,237	—	—	2,057,193	1,441	55,070	1,427,181
Bluff	38,885	—	—	2,322,190	4,437	172,485	515,712
	637,273	236,085	104,032	40,084,767	123,868	4,549,831	15,586,933
Shipments for half-year ending 30 June 1900	996,577	359,515	218,707	63,806,502	1,265,626	47,695,686	20,350,732
Total for the year 1900	1,633,850	595,600	322,739	103,891,269	1,389,494	52,245,517	35,937,665
Total for the year 1899	2,036,918	422,762	285,574	124,127,626	1,232,917	45,242,708	19,622,426

11. TABLE showing the EXPORTS of FROZEN MEAT from NEW ZEALAND from 1882 to 1900.

(*Handed in by Sir Edwyn Dawes*, K.C.M.G., *on the Twenty-seventh Day. See Question 10571.*)

1882	1,707,328 lbs.	1892	97,636,557 lbs.
1883	9,853,200 „	1893	100,262,453 „
1884	28,445,228 „	1894	116,729,104 „
1885	33,204,976 „	1895	128,039,522 „
1886	38,758,160 „	1896	122,887,818 „
1887	45,035,984 „	1897	151,374,309 „
1888	61,857,376 „	1898	159,223,720 „
1889	73,564,064 „	1899	188,992,760 „
1890	100,934,756 „	1900	192,074,451 „
1891	110,199,082 „		

Compiled by DALGETY AND COMPANY, LIMITED, CHRISTCHURCH, NEW ZEALAND,
For SHAW, SAVILL AND ALBION COMPANY, LIMITED.

12. COPY of the THAMES WATERMEN AND LIGHTERMEN BILL, 1890.

53 & 54 Vict. Sess. 1890.

(Handed in by Mr. B. J. Jacob on the Twenty-seventh Day. See Question 10646.)

Arrangement of Sections.

	Section
Preamble	
Short title	1
Interpretation	2
Abolition of privileges of certain persons to act as Lightermen	3
Repeal	4

A BILL to abolish the Privileges of certain persons to act as Lightermen upon the River Thames between Teddington Lock and Lower Hope Point.

Preamble.

Whereas it is expedient that the privileges of certain persons to act as lightermen upon the River Thames between Teddington Lock and Lower Hope Point under the Watermen's and Lightermen's Amendment Act, 1859 (in this Act referred to as "the Act of 1859"), or under any other Act relating to or under any charter or grant relating to the Master Wardens and Commonalty of Watermen and Lightermen of the River Thames (in this Act referred to as "the company") be abolished.

And whereas the object aforesaid cannot be attained without the authority of Parliament.

May it therefore please your Majesty

That it may be enacted and be it enacted by the Queen's Most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled and by the authority of the same as follows:—

Short Title.

1. This Act may be cited as "The Employment of Lightermen (River Thames) Act, 1890."

Interpretation.

2. In this Act unless the context otherwise requires,
The expression "the River Thames" means the River Thames between Teddington Lock in the counties of Middlesex and Surrey and Lower Hope Point near Gravesend in the county of Kent and all docks, canals, creeks, and harbours of or out of the said river.

The expression "lighterman" means any person working or navigating for hire a barge, lighter, boat, or other like craft upon the River Thames.

Abolition of privileges of certain persons to act as Lightermen.

3. Notwithstanding anything in the Act of 1859 or in any other Act relating to or in any charter or grant relating to the company contained from and after the first day of January one thousand eight hundred and ninety-one.

(1) It shall not be necessary that any person at any time acting as a lighterman or working or navigating any barge, lighter, boat, or other craft for the carrying of goods, wares, or merchandise worked or navigated upon the River Thames shall be a freeman of the company or such a freeman licensed in pursuance of the Act of 1859, or an apprentice to such a freeman or to the widow of such a freeman or to an owner of a barge, lighter, boat, or other craft, or such an apprentice qualified according to the Act of 1859. And no person who shall at any time act as a lighterman or work or navigate upon the River Thames any barge, lighter, boat, or other craft for the carrying of goods, wares, or merchandise shall incur any penalty by reason of his not being such a freeman or apprentice.

(2) It shall not be necessary that any barge, lighter, boat, or other craft for the carrying of goods, wares, or merchandise worked or navigated upon the River Thames shall be in charge of a lighterman licensed as in the Act of 1859 mentioned or an apprentice to a freeman of the company or to the widow of such a freeman or to an owner of a barge, lighter, boat, or other craft or such an apprentice qualified as in the Act of 1859 mentioned. And no owner of any barge, lighter, or other craft for the carrying of goods, wares, or merchandise shall incur any penalty by reason of the same not being in such charge as aforesaid being at any time worked or navigated upon the River Thames.

Repeal.

4. All Acts, charters, or grants relating to the company are so far as they are respectively inconsistent with this Act hereby repealed.

ARKCOLL & COCKELL,
67, Tooley Street, Southwark.
Solicitors for the Bill.

WYATT, HOSKINS, HOOKER, & WILLIAMS,
28, Parliament Street, Westminster, S.W.,
Parliamentary Agents.

13. Copy of Petition of Master Lightermen, Barge Owners and others against the Thames Watermen and Lightermen Bill of 1890.

Appendix. 27th Day, No. 13.

(Handed in by Mr. B. J. Jacob on the Twenty-seventh Day. See Question 10646.)

House of Commons.—Session 1890.

Thames Watermen and Lightermen.

Petition against the Bill, on merits, praying to be heard by Counsel, &c.

To the Honourable the Commons of the United Kingdom of Great Britain and Ireland, in Parliament assembled:

The Humble Petition of the undersigned Master Lightermen, Barge Owners Wharfingers, Coal Merchants and Granary Keepers having steamtugs and barges working on the River Thames,

Sheweth,

1. That in the present Session a Bill (hereinafter referred to as "the Bill") has been introduced into and is now pending in your Honourable House, intituled "A Bill to abolish the privileges of certain persons to act as Lighter men upon the River Thames, between Teddington Lock and Lower Hope Point."

2. That the Bill alleges in the Preamble that "it is expedient that the privileges of certain persons to act as lightermen upon the River Thames, between Teddington Lock and Lower Hope Point, under the Watermen s and Lightermen's Amendment Act, 1859, or under any other Act relating to, or under any charter or grant relating to the "Master Wardens and Commonalty of Watermen and Lightermen of the River Thames, be abolished."

3. Clause 3 of the Bill provides as follows:—(3) Notwithstanding anything in the Act of 1859, or in other Act relating to, or in any charter or grant relating to the company, contained, from and after the 1st day of January 1891—

(1) It shall not be necessary that any person at any time acting as a lighterman, or working or navigating any barge, lighter, boat, or other craft, for the carrying of goods, wares or merchandise worked or navigated upon the River Thames, shall be a freeman of the company, or such a freeman licensed in pursuance of the Act of 1859, or an apprentice to such a freeman, or to the widow of such a freeman, or to an owner of a barge, lighter, boat, or other craft, or such an apprentice qualified according to the Act of 1859. And no person who shall at any time act as a lighterman, or work or navigate upon the River Thames, any barge, lighter, boat, or other craft, for the carrying of goods, wares or merchandise, shall incur any penalty by reason of his not being such a freeman or apprentice;

(2) It shall not be necessary that any barge, lighter, boat, or other craft, for the carrying of goods, wares or merchandise worked or navigated upon the River Thames, shall be in charge of a lighterman, licensed as in the Act of 1859 mentioned, or an apprentice to a freeman of the company, or to the widow of such a freeman, or to an owner of a barge, lighter, boat, or other craft, or such an apprentice qualified as in the Act of 1859 mentioned. And no owner of any barge, lighter, or other craft, for the carrying of goods, wares or merchandise, shall incur any penalty by reason of the same not being in such charge as aforesaid, being at any time worked or navigated upon the River Thames.

4. Clause 4 of the Bill provides that "all Acts, charters or grants relating to the company are, so far as they are respectively inconsistent with this Act, hereby repealed."

5. That your petitioners, relying upon the express sanction and authority of several Acts of Parliament, containing various rules and regulations for the owners of steamboats, barges and lighters used on the River Thames, have embarked capital to the extent of many thousand pounds sterling in the building and purchase of craft, and which craft is now employed by them in carrying goods, wares and merchandise upon the various parts of the River Thames.

6. That your petitioners have a large number of steamboats and craft employed on the river, which are all registered in the books kept for that purpose by the Master Wardens and Commonalty of Watermen and Lightermen of the River Thames (hereinafter called "the company"), as required by Act of Parliament, and your petitioners pay certain annual and other moderate fees to the company in respect of the same.

7. The steamboats and craft belonging to your petititioners are worked by watermen and lightermen, freemen the company, and their apprentices, who have been licensed by the company, and have, for a great many years past, under the authority of Parliament, had the exclusive right of working and navigating such craft.

8. That in the year 1859 a Bill was introduced into Parliament by a small number of wharfingers and others for the purpose of abolishing the rights of the company, and the system of labour on the river, and the regulations with respect to the registration of craft used thereon; but, after a very careful consideration of the whole question, these rights and that system were recognised and confirmed as necessary and expedient for the benefit of the public and your petitioners, and the said Bill was remodelled and passed into a law under the short title of "The Watermen and Lightermen's Amendment Act, 1859."

9. That in the Session of 1864 another Bill was introduced into your Honourable House, intituled "A Bill to amend the Laws relating to the Conservancy of the River Thames, and for other purposes relating thereto," the preamble of which alleged, among other things, that it was expedient to vest in the conservators, instead of in the company, the control of river steamboats, barges and lighters navigating the River Thames, and by which Bill it was proposed to repeal so much of the Watermen and Lightermen's Amendment Act of 1859 as related to your petitioners, and to place your petitioners under the control of the said conservators, and to compel your petitioners to register themselves and their said craft, and to pay increased annual and other large fees to such conservators on such registration, and also to empower the said conservators to levy on vessels not paying tonnage or other dues under the principal Acts, or using any of the moorings in the River Thames belonging to the conservators, in respect of the use of such moorings, and on lighters and steamtugs used on the River Thames, such reasonable tolls or dues as might from time to time be fixed by the conservators by bye-laws.

10. That after a protracted investigation by the Committee of your Honourable House, the provisions contained in the said Bill, by which it was proposed to transfer to the conservators the rights and powers possessed by the company to register, regulate and control steamboats, barges and other craft, and the men employed thereon, were struck out, and the then existing rights of the company were fully confirmed.

11. Notwithstanding, however, the two unsuccessful attempts to interfere with the company's privileges, and the thorough investigation made by Parliament on these two occasions, which resulted in the confirmation of the privileges of the company, and the affirmation by Parliament of the necessity of skilled labour on the river, a third attempt was made in 1870 to reverse the previous decisions of Parliament, and practically to abolish the privileges of the company; and a Bill was introduced into your Honourable House, intituled "A Bill for extending and amending the Acts relating to the Navigation and Conservancy of the Thames, and for other purposes." This Bill

Appendix.

27th Day, No. 13—continued.

was opposed by your petitioners, and after a protracted investigation before a Committee of your Honourable House, and also before a Committee of the House of Lords, the clauses objected to by your petitioners were struck out of the Bill, and the position and jurisdiction of your petitioners was left untouched, and as fixed by Parliament in the Sessions of 1859 and 1864.

12. That notwithstanding the legislation in 1859 and 1864 and 1870, another Bill was introduced into your Honourable House in the Session of 1881, intituled "A Bill to provide for the Abolition of Compulsory Pilotage on and for the Free Navigation of the River Thames above Gravesend, and for the Repeal of Acts inconsistent therewith, and to confer further powers on the Conservators of the River Thames" (hereinafter called "the Bill of 1881").

13. The Bill of 1881 was subsequently withdrawn on second reading in the House of Commons, on the motion of Mr. Ritchie that the Bill should be the subject of public and not private legislation, Mr. Chamberlain, on behalf of the Government, undertaking to bring in a public Bill to deal with the subject; and in May, 1881, a Bill, intituled "Thames River (No. 2) Bill" was introduced, but the Bill was withdrawn on second reading.

14. That your petitioners' craft are very valuable, and the goods, wares and merchandise carried therein are often worth several thousand pounds, and the nature of the trade is such that watermen and lightermen are often required and employed by your petitioners at a few minutes' notice, and they have now the advantage, by the production of the licenses obtained by such lightermen from the court of the company, certifying their registration and their competency and skill to take charge of and navigate the craft used on the river, of knowing that they are entrusting their craft and valuable cargoes to competent, skilled, and honest men, which advantage would be entirely lost by any such change of system as that proposed by the Bill.

15. That the necessary skill and knowledge properly to navigate craft on the Thames can only be obtained by long service, which is at present secured by apprenticeship or service to properly qualified lightermen, who themselves have originally acquired the means of instructing others by practical experience; and it is absolutely necessary for your petitioners, in employing men to navigate their craft, that they should continue to possess the protection they now enjoy, secured by such training and by the examination before obtaining a licence to work by a competent board, such as the court of the company, which consists of twenty-six practical men, most of them barge owners, who are well versed in all that relates to the navigation of the River Thames.

16. That the business of a working lighterman is not simply a matter of labour, but requires great skill and a thorough knowledge of the river, banks and bridges, and the manner of navigating the different kinds of foreign and other steamboats, vessels and craft, by pilots, freemen of the company; also the various sets of the tides and other important matters; and can only be learnt by continual attention and instruction by a qualified person; and the increased and increasing traffic of the river renders such knowledge indispensable to your petitioners, as well for the avoidance of loss of their own property as also that of others.

17. That the existing system established for securing such licensed watermen and lightermen to navigate steamboats, lighters and barges, was established not for their own benefit, but for the security of life, and for the safety and protection of vessels and craft on the river, and the merchandise of the Port of London.

18. That of the enormous amount of property entering and leaving the Port of London in ships, vessels, steamboats, barges, and other craft, the greater portion is under the charge of licensed watermen and lightermen employed by your petitioners.

19. That should the proposed repeal of the provisions as to the navigation of steamboats, barges and lighters be allowed to pass into law, it will enable a low class of men, who are always hanging about the different wharves and steamboat piers on the river, to take charge of and attempt to navigate steamboats and barges without possessing any qualification, or being subject to any check or supervision whatever. It would also facilitate robberies of goods and merchandise on board vessels, lighters and craft, which, from the nature of the business, dishonest men might easily commit with impunity, not being under the surveillance and control licensed lightermen now are, and many of your petitioners would be unable to ascertain, as they can now, to whom they might safely leave the custody of their craft, as the existing body of known and skilled men would become gradually reduced, and risk to life and property would naturally result.

20. That your petitioners, being responsible for merchandise entrusted them to carry, are the parties most deeply interested in the trade and traffic of the river, and, as they submit, well able to judge of what is necessary for its safe and satisfactory conduct. They believe that this is most effectively secured by the present system of trained labour, which works with perfect satisfaction to your petitioners; any alteration such as is proposed by the Bill would, they believe, be most injurious to their trade and inconsistent with the public interest. They also feel strongly that they ought not to be put to great cost by these repeated contests.

21. Your petitioners submit that the Preamble of the Bill, so far as it relates to the company and your petitioners, and their steamboats, barges, lighters and craft, is untrue and cannot be supported by evidence.

Your petitioners therefore humbly pray your Honourable House that the said Bill may not pass into law, and that they may be heard by themselves, their counsel, agents and witnesses, against the Preamble of the said Bill and the clauses thereof, and in support of their objections thereto, and for the introduction of clauses and provisions to protect their rights and interests, and that they may have such further relief as your Honourable House may deem meet.

And your petitioners will ever pray.

Name.	Address.	Description.	Number of Craft.
Samuel Williams	130, Belvedere Road, Lambeth	Barge owner	138
Harry Keep	9, Lower Thames Street, City	Barge owner	63
Wm. Bridge and Sons	122c, Church Road, Battersea	Barge owners	48
Pillow, Jones & Co.	21, Water Lane, City	Barge owners	52
W. G. Allen	8, London Street, E.C.	Barge owner	48
M. A. Badcock	Iron Bridge Wharf, Bromley, E.	Barge owner	79
Charles Ross and Sons	Creek Wharf Blackwall	Barge owners	36
W. T. Allen	13, Priory Street, Greenwich	Barge owner	2
N. Smith	2, New London Street, City	Barge owner	10
Wm. Allen, Sen.	11, Bridge Street, Greenwich	Barge owner	25
J. C. Allen	2, Horseferry Road, Greenwich	Barge owner	2
James Dards	Lombard Villas, Greenwich Road	Barge owner	15
William Dixon	16, North Street, Charlton	Barge owner	5
C. W. Campbell	Samson's Gardens, Wapping	Barge owner	1

Appendix. 27th Day, No. 13—continued.

Name.	Address.	Description.	Number of Craft.
H. Recknell	14, Harp Lane, City, E.C.	Barge owner	2
Wm. Pope & Co.	14, Harp Lane, City, E.C.	Barge owners	27
D. Recknell	14, Lower Thames Street, E.C.	Barge owner	17
W. Jurman & Co.	48, Pomeroy Street, New Cross	Barge owners	3
Wm. Fletcher & Co.	110, Cannon Street, City	Barge owners	28
James Neal	Mendep Wharf, Battersea	Barge owner	1
Arthur Sales	2, 3, and 4, Billiter Street, E.C.	Barge owner	35
Thos. C. Easton	11, Horselydown Lane, S.E.	Barge owner	46
A. Eastwood & Co.	6, Savage Gardens, Tower Hill	Barge owners	2
Francis Williams	Watson's Wharf, Wapping	Barge owner	6
Tomlin and Nephew	35, Salmon's Lane, Limehouse	Barge owners	84
George Withers	15, Pekin Street, Poplar	Barge owner	10
Thomas Gardner	Commercial Wharf, Mile End	Barge owner	55
J. J. Smith	Commercial Granaries, Lambeth	Barge owner	1
Benjn. J. Jacob	485, New Cross Road, Deptford	Barge owner	69
J. R. Berry and Edwards	The Wharf, Isleworth	Barge owners	11
George Smithson	10, Coln Road, Twickenham	Barge owner	6
Thomas Chas. Smith	High Street, Kingston	Barge owner	4
James Gee	283, Commercial Road, E.	Barge owner	3
For Beadle Bros., Hy. Morton Cox	Cray Coal Wharf, Erith	Barge owners	8
Joseph W. Dale, Jun.	160, High Street, Brentford	Barge owner	2
Joseph Lacy, Jun.	Cox's Quay, Lower Thames Street	Barge owner	24
Richard Salmon	Long Reach Tavern, Dartford	Barge owner	3
William Thomas Ford	25, St. Donatt's Road, New Cross, S.E.	Barge owner	9
Mark Fanner	19, Devonshire Road, South Lambeth	Barge owner	3
Edward J. Kerby	29, Northey Street, Limehouse	Barge owner	2
J. G. Bailey	1, Berkley Street, Rotherhithe	Barge owner	2
J. J. Beckett	11, Woodland Park Road, E. Greenwich	Barge owner	8
W. R. Lane	142, Jamaica Street, Stepney	Barge owner	6
W. G. Downing and Sons	Mill Stairs, Bermondsey	Barge owners	70
A. Alexander	420, Southwark Park Road, Rotherhithe	Barge owner	3
Henry Grey, Jun.	3, Love Lane, Eastcheap	Barge owner	110
C. Hay & Son	Rotherhithe Wall, S.E.	Barge owners	124
James D. Budd	114, Hainsby Road, Limehouse	Barge owner	14
W. Moss	4, Amiel Terrace, Bromley, E.	Barge owner	6
Lionel West	10, Lorne Terrace, E. Greenwich	Barge owner	2
Henry James Bailey	2, Haddle Street, Rotherhithe	Barge owner	3
Thomas G. H. W. Driscoll	78, Albion Street, Rotherhithe	Barge owner	8
J. J. Robinson	3, Howard's Square, Northfleet, Kent	Barge owner	1
W. D. Pouman	Goodsley Street, Poplar, E.	Barge owner	1
T. J. Crashley	32, Lower East Charlton, Kent	Barge owner	4
Joseph John Rock, Sen.	27, Battersea Park Road	Barge owner	9
Joseph Fisher	75, Thames Street	Barge owner	10
Robert Bew	31, Oriental Street, East India Road	Barge owner	6
George Seager	Laurel Villa, Norfolk Road, Gravesend	Barge owner	1
W. A. Pinks	3, Lockwood Street, Bermondsey	Barge owner	6
J. W. Wheeler	20, Streatfield Street, Burdett Road	Barge owner	4
J. C. Ralph	9, Russell's Buildings, Great Hermitage Street, E.	Barge owner	1
Hy. Lafone	Butler's Wharf, Southwark	Wharfinger, Barge owner.	10
John Creemer	45, West End Lane, Kilburn	Barge owner	3
A. Hampton	433, Southwark Park Road, Bermondsey	Barge owner	4
A. L. Oliver	26, Thames Street, Rotherhithe	Barge owner	21
James and Philip Challis	281, Rotherhithe Street, S.E.	Barge owners	10
Samuel William Jameson	122, Rotherhithe New Road, S.E.	Barge owner	6
E. C. Talbot	62, Union Road, Rotherhithe	Barge owner	15
R. Nichols	129, Narrow Street, Limehouse	Barge owner	9
Geo. Thos. Lawrence	311, Deptford Lower Road	Barge owner	4
Perkins and Homer	90, Lower Thames Street	Barge owners	121
Henry George Pope	37, Half Acre, Brentford	Barge owner	1
Brown and Chamberlin	59, Pigott Street, Limehouse	Barge owners	14
W. West	44, West Street, Erith	Barge owner	2
B. Bullivant	34, Waghorn Street, Peckham	Barge owner	1
John James Hough	141 Abbeyfield Road, Rotherhithe	Barge owner	4
J. J. Smith	815, Old Kent Road, S.E.	Barge owner	3
Horace Cole	15, Cremorne Road, Chelsea	Barge owner	8
J. B. Martin and Son	26, Thomas Street, Horselydown, S.E.	Barge owners	5
R. W. Henderson	5, St. George's Terrace, Silvertown	Barge owner	4
Jameson and Palmer	West Kent Wharf, Southwark	Barge owners	1
Christopher A. Clark	88, Ilderton Road, Bermondsey	Barge owner	3
John Farr	6, Caledonia Street, Pimlico	Barge owner	13
Nicholas Dixson	680, Rotherhithe Street, S.E.	Barge owner	15
Robert Miller	Vicarage Wharf, Battersea	Barge owner	300
G. Pace Brothers	33, Rotherhithe Street	Barge owners	18
For the Barge Company, Limited, Charles C. Holmes, Secretary	25, Abchurch Lane	Barge owners	68
G. W. A. Smith	52, Christchurch Street, East Greenwich	Barge owner	2
T. and W. Maxwell	33, Drummond Road, Bermondsey	Barge owners	16
J. Brown	21 Mawson Cottage, Chiswick	Barge owner	1
E. J. Oberman	2, Grosvenor Street, Commercial Road, E.	Barge owner	3
W. H. Martin	10, Worcester Street, Old Gravel Lane, E.	Barge owner	2
Joseph Boulcott & Co.	Regent Canal Wharf, Limehouse	Barge owners	5
G. Drake	99, Delaford Road, Rotherhithe	Barge owner	8

Appendix.

27th Day, No. 13—continued.

Name.	Address.	Description.	Number of Craft.
J. J. Mills	4, Hoopwick Street, Deptford	Barge owner	1
Nathaniel James Glanford	46, Dagmar Road, South Hackney	Barge owner	2
John James Bates	2, Tobago Street, Millwall	Barge owner	1
John Matthews	26, Wroxton Road, Peckham	Barge owner	11
John Henry Gregory	High Street, Poplar, E.	Barge owner	3
R. C. Everest	35, Edward Street, Deptford	Barge owner	29
F. A. Lucey	73, Lower Thames Street, E.C.	Barge owner	5
Samuel Elliott	Norfolk Arms, Norfolk Road, Gravesend	Barge owner	1
John D. Hawkins	76, Lower Road, Rotherhithe	Barge owner	26
W. Gosling	13, Tenison Street, Lambeth	Barge owner	5
B. H. Spencer	21, Roscoe Street, Canning Town	Barge owner	6
P. G. Hagon	81, Park Street, Limehouse	Barge owner	1
W. T. Beard	24, Turner Street, Commercial Road, E.	Barge owner	6
H. T. Wood	3, Lower Mall, Hammersmith	Barge owner	6
S. Beadle	10, Acre Cottages, Slate Green, Erith	Barge owner	1
G. Bond	Bond's Granaries, Bermondsey Wall	Barge owner	3
John Light	High Street, New Hampton, Middlesex	Barge owner	1
Alfred Alston	31, Portland Street, Commercial Road, E.	Barge owner	2
White and Foxwell	30, Croft Street, Deptford	Barge owners	17
Samuel Williams, Jun.	Princess Wharf, Battersea	Barge owner	—
Charles Clark	1, Barking Cottages, New Road, Barking	Barge owner	2
James T. Edridge	2, Priter Road, Bermondsey	Barge owner	4
Wm. Williams	130, Belvedere Road, S.E.	Barge owner	—
John James Bryant	2, Woolett Street, Poplar, E.	Barge owner	2
Israel Hill	49, Church Street, Isleworth	Barge owner	4
Edmund Finn	62, Church Street, Isleworth	Barge owner	2
Travis Marsden	2, Armstrong Terrace, Charlton	Barge owner	7
F. H. Simkin	131, New Kent Road, S.E.	Barge owner	3
John Coates	Battersea Square, S.W.	Barge owner	7
E. J. Olyett	83, Lower Thames Street, E.C.	Barge owner	28
A. Coppen	116, London Road, Grays	Barge owner	1
William Thos. Abnett	4, Bridge Road, East Moulsey	Barge owner	1
George Clifford Pearce	307, High Street, Brentford	Barge owner	1
Frederick Charles Cole	107, Cheyne Walk, Chelsea	Barge owner	33
Edward William Higgs	22, Armiston Road, Greenwich	Barge owner	1
Edgar Lucas	29 and 31, Millbank Street	Barge owner	5
Sydney G. Murray	37, Wandsworth Road, Vauxhall	Barge owner	15
W. A. Hampton	141, Drummond Road, Bermondsey	Barge owner	5
W. J. Fisher	74, Lower Thames Street	Barge owner	2
T. G. Henshaw	93, Plough Road, Rotherhithe	Barge owner	7
D. Ward	49, Pocock Street, Blackfriars	Barge owner	2
G. Peck	35, Cherry Garden Street, Bermondsey	Barge owner	6
William Samuel Vinten	19, Kenmont Terrace, College Park	Barge owner	7
Richard Phillipps	Botolph House, Eastcheap	Barge owner	122
John M. Paice	135, Rotherhithe Street, S.E.	—	—
Wm. Bromley	Fair View, Gravesend	Barge owner	35
John Gaywood	Victoria Villa, New Cross Road	—	—
T. W. Phillips X witness, E.R.C.	7, Granfield Street, High Street, Battersea Square	Barge owner	3
Thos. W. Elliott	Arbour Square, Stepney	Tug and Ship-owner.	3
George John Coe	157, Abbeyfield Road, Rotherhithe	Barge owner	2
Thomas Wm. Beard	17, Sidney Square, Stepney	Barge owner	9
John Henry White	1, South Dock, Blackwall	Barge owner	3
William Deal	136, Drummond Road, Bermondsey	Barge owner	13
John Conlay	84, Rolt Street, Deptford	Barge owner	6
Edward Flower	20, Campbell Road, Bow	Barge owner	4
R. H. Walker	232, Brockley Road, S.E.	Barge owner	8
Jas. Wm. Allen	63, Bridge Street, Greenwich	Barge owner	3
John L. Anderson	432, Commercial Road East	Barge owner	2
Robert Summers	22, Swan Lane, Rotherhithe	Barge owner	1
William Frogley	23, Elderfield Road, Hackney	Barge owner	10
W. Sheppard	37, Wapping Wall, Shadwell	Barge owner	9
Cundall & Co.	16, St. Mary-at-Hill, Eastcheap	Barge owners	13
J. E. Beckett	Crab Tree Lane, Fulham	Barge owner	3
W. J. Thomas	30, Lot's Road, Chelsea	Barge owner	21
George Chas. Collier	94, High Street, Brentford	Barge owner	15
A. Walker & Sons	139, High Street, Wapping	Barge owners	47
A. Walker, Jun.	137, High Street, Wapping	Barge owner	5
H. J. Amner	66, Clements Road, Bermondsey	Barge owner	1
W. T. Wheeler	Richmond	Barge owner	8
B. Martin	Westminster	Barge owner	10
John Weir	12, Catherine Street, Silvertown	Barge owner	1
J. F. Eaddy	238, Deptford Lower Road, S.E.	Barge owner	3
Benjamin West	10, Lorne Terrace, E. Greenwich	Barge owner	3
C. H. Etheredge	17, Broad Street, Ratcliff	Barge owner	13
W. Markham	115, Watergate Street, Deptford, S.E.	Barge owner	3
Wm. Allen	68, King George Street, Greenwich	Barge owner	3
G. T. Deacon	122, Eastfield Street, Stepney	Barge owner	1
C. H. Thomas	3, Merthyr Terrace, Barnes	Tug owner	1
Thomas Hudson	Union Wharf, Orchard Street, Blackwall	Barge owner	4
James Crickmore	118, Maria Street, Millwall, Poplar	Barge owner	1
William Cloves	99, Nine Elms Lane, Battersea, S.W.	Barge owner	3
W. Vanderstein	31, Henry Street, Limehouse	Barge owner	1

Appendix.

27th Day, No. 13—continued.

Name.	Address.	Description.	Number of Craft.
Thos. T. Creed	147, Three Colt Street, Limehouse	Barge owner	17
E. A. B. Creed	147, Three Colt Street, Limehouse	Barge owner	2
W. J. Nichols (Cooper and Nichols)	Oporto Wharf, Ratcliff	Barge owner	10
J. Oakley, Sen.	35, Ropemakers' Fields, Limehouse	Barge owner	1
H. W. Maxwell	16, Ronald Street, Ratcliff	Barge owner	3
J. W. Lacy	34, Gomm Road, Rotherhithe	Barge owner	2
R. Tough & Co.	Old Barge House, Christchurch, S.E.	Barge owners	4
R. Tough	Old Barge House, Christchurch, S.E.	Barge owner	24
H. Pocock	45, Rotherhithe Street, S.E.	Barge owner	14
R. J. Scott	65, Bankside, Southwark	Barge owner	1
R. Talbot	Strand-on-the-Green, Chiswick	Barge owner	1
G. J. Henderson	6, Elm Grove, Peckham	Barge owner	22
C. S. Chandler	44, Bankside, Southwark	Barge owner	7
James Cripps	73 and 75, Lower Thames Street, E.C.	Barge owner	8
P. W. Hore	77, Lower Thames Street, E.C.	Barge owner	8
Fredk. Henry Badcock	Iron Bridge Wharf, Blackwall	Barge owner	1
S. E. Emmerson (trading as Geo. Emmerson).	Brentford	Barge owner	12
E. Colsell	77, London Road, Brentford End	Barge owner	6
Joseph Dale	Brentford Bridge, Middlesex	Barge owner	12
R. Emmerson	Brentford, Middlesex	Barge owner	35
S. H. Watkins	Brentford, Middlesex	Barge owner	3
S. J. Bridgman	Brentford Ferry, Brentford	Barge owner	1
W. M. King	Distillery, Wandsworth	Barge owner	1
F. Dards	2, Colfe Road, Forest Hill, S.E.	Barge owner	21
R. J. Moore	29, Rotherhithe Wall, S.E.	Barge owner	24
George Pace	33, Rotherhithe Street, Rotherhithe	Barge owner	5
George H. Leggett	18, King's Stairs, Rotherhithe	Barge owner	1
Henry Pocock, jun., & Co.	51, Rotherhithe Street, Rotherhithe	Barge owners	1
Smith Brothers	17, Princes Street, Rotherhithe	Barge owners	17
B. T. Ward	31, Church Street, Rotherhithe	Barge owner	3
Talbot Brothers	Norway Wharf, Rotherhithe	Barge owners	59
John Crighton	223, Grove Street, Deptford	Barge owner	2
John Crighton, jun.	6, York Grove, Peckham, S.E.	Barge owner	1
M. Record	Plough Road, Rotherhithe	Barge owner	12
H. W. Lillie	1, Oak Villa, Deptford Road, S.E.	Barge owner	2
John E. Mears	220, Evelyn Street, Deptford	Barge owner	3
Harriett Bull	39, Locksley Street, Limehouse	Barge owner	10
Wm. Rice	6, Rugg Street, Poplar, E.	Barge owner	6
W. G. Marriott	15, Elgar Street, Rotherhithe	Barge owner	1
F. B. Scott, trading as Scott Brothers	152, Coldharbour Lane, Camberwell	Barge owner	7
James R. Piper	Albany House, Annandale Road, Greenwich	Barge owner	6
W. H. Ross	38, St. James's Road, Bermondsey	Barge owner	2
Robt. Howlett & Co.	74, Ashburnham Grove, Greenwich	Barge owners	11
W. Whitehouse and Son	1, River Side, Teddington	Barge owners	8
John Saunders	Strand-on-Green, Chiswick	Barge owner	6
William Kelley	35, Emerson Street, Bankside	Barge owner	53
Paul W. Downey	4, Pratt Street, Lambeth	Barge owner	33
Paul W. Downey & Co.	4, Pratt Street, Lambeth	Barge owners	7
William Thorrington & Co.	61, Hatfield Street, Christchurch	Barge owners	6
A. Taylor	60, Hatfield Street, Stamford Street	Barge owner	7
G. Fox	7, Exmouth Road, Grays, Essex	Barge owner	1
T. J. Dines	Wharf House, Grays, Essex	Barge owner	1
T. R. Sargant	Ship Inn, Northfleet, Kent	Barge owner	1
J. T. Rayfield	36, Portland Road, Northfleet, Kent	Barge owner	3
J. S. Stapleton	Mill Stone Works, Northfleet	Barge owner	1
W. Gray Fletcher	36, Cobham Street, Gravesend	Barge owner	1
Thos. Richard Lock	23, The Terrace, Gravesend	Barge owner	5
Jas. Boxberry	32, The Terrace, Gravesend	Barge owner	2
A. B. Wood and D. C. Jarvis	Lobster Wharf, Denton, Kent	Barge owners	10
Charles Stone	30, Pier Road, Rosherville, Hent	Barge owner	4
E. Olyett	83, Lower Thames Street	Barge owner	9
W. Olyett	83, Lower Thames Street	Barge owner	4
H. Nichols	30, Wallwood Street, E.	Barge owner	9
T. J. Blackmore	35, North Street, Wandsworth, S.W.	Barge owner	3
R. J. West	13, Wellington Place, East Greenwich	Barge owner	2
James Margetts	35, Stevington Street, Canning Town	Barge owner	4
W. W. Thorndyke & Co.	37, Culling Road, Rotherhithe	Barge owners	29
A. D. Tunningley	4A, Brand Street, Greenwich	Barge owner	1
W. H. J. Alexander	St. John of Wapping	Barge owner	33
W. G. Abbott	Abbott's Wharf, Wapping	Barge owner	9
C. J. Braithwaite	121, Broad Street, Ratcliffe	Barge owner	2
Henry Berry & Co.	153, Grosvenor Road, S.W.	Barge owners	2
Thomas Heather	Grosvenor Canal Entrance, Pimlico	Barge owner	4
S. S. Whellock, trading as W. Whellock	146, Grosvenor Road, Westminster	Barge owner	14
W. A. Murphy	80, Orbel Street, Battersea	Barge owner	1
George Saxby	Rainham, Essex	Barge owner	1

Total 253 signatures.

Total number of craft. 3,471.

Appendix.
27th Day, No. 14.

14. Copy of the Special Report from the Select Committee on the Thames Watermen and Lightermen Bill, 1890; with the Proceedings of the Committee.

(Handed in by Mr. B. J. Jacob on the Twenty-seventh day. See Question 10646.)

Thames Watermen and Lightermen Bill.

Ordered,—[Thursday, 6th March 1890]:—That the Thames Watermen and Lightermen Bill be read a second time, and committed to a Select Committee of Nine Members, Five to be nominated by the House, and Four by the Committee of Selection.

That the Committee have power to send for persons, papers and records.

That Five be the Quorum of the Committee.

Committee nominated of,—

Sir Edward Grey.
Mr. Bond.
Mr. Bazley-White.
Colonel Hamilton.
Mr. Fenwick.
} Nominated by the House. [Thursday, 15th May 1890.]

Mr. Byrne.
Mr. Childers.
Mr. Rankin.
Mr. Thorburn.
} Added by the Committee of Selection. [Friday, 16th May 1890.]

Ordered,—[Thursday, 22nd May 1890]:—That the Minutes of Evidence taken before the Committee on the Thames Watermen and Lightermen Bill in Session 1859, the Minutes of Evidence taken before the Committee on the Thames Conservancy Bill in Session 1864, the Minutes of Evidence taken before the Committee on the Thames Navigation Bill in Session 1870, the Minutes of Evidence taken before the Select Committee on the Thames Conservancy, &c., in Session 1863, and the Reports by the Committee appointed by the Board of Trade to inquire into the Navigation of the River Thames, with the Minutes of Evidence and Appendices presented in Session 1879, be referred to the Committee on the Thames Watermen and Lightermen Bill.

Special Report.

The Select Committee to whom the Thames Watermen and Lightermen Bill was referred, Reported that they had examined the allegations contained in the Preamble of the Bill, but the same had not been proved to their satisfaction.

The Select Committee further Reported that they had agreed to the following Special Report:—

That the constitution of the Company, called the "Master, Wardens, and Commonalty of Watermen and Lightermen of the River Thames," should be amended, the Company ceasing to be, as now, a close corporation. Whenever a vacancy takes place in the Court of the Company, it should be filled up by election, the electors being in all or the majority of cases, the Freemen of the Company, and no one being eligible except a licensee of full age.

That the examination for a lighterman's license should be more strict than at present.

That any person should be eligible for a lighterman's license, if found, on examination, to possess the necessary qualification, it being no longer necessary that he should be an apprentice to a freeman or to the widow of a freeman, or to a barge-owner employing a freeman or a licensed lighterman.

And your Committee recommend that a Bill to effect these amendments of the present law be prepared by the Board of Trade, and introduced in the next Session of Parliament.

24 June 1890.

Proceedings of the Committee.

Tuesday, 20th May 1890.

Members present:

Mr. Childers.	Mr. Bazley-White.
Colonel Hamilton.	Mr. Bond.
Sir Edward Grey.	Mr. Rankin.

Mr. Childers was called to the Chair.

The Committee deliberated.

[Adjourned till Tuesday, 3rd June, at Twelve o'clock.

Tuesday, 3rd June 1890.

Members present:

Mr. Childers in the Chair.

Sir Edward Grey.	Mr. Rankin.
Colonel Hamilton.	Mr. Fenwick.
Mr. Bazley-White.	Mr. Byrne.
Mr. Bond.	

Thames Watermen and Lightermen Bill.

Preamble read a first time.

Counsel: Mr. Pember, Q.C., Mr. Saunders, Q.C., and Mr. Claude Baggallay.

Agents: Wyatt.

The following Petitions against the Bill were read:—

1. Master, Wardens, and Commonalty of Watermen and Lightermen of the River Thames.
   Counsel: Mr. Pope, Q.C., Mr. Littler, Q.C., Mr. Rigg, and Mr. Harris.
   Agents: Loch and Goodhart.
2. Free Lightermen of River Thames and their Apprentices.
   Counsel: Mr. Pope, Q.C., Mr. Littler, Q.C., Mr. Rigg, and Mr. Harris.
   Agents: Loch and Goodhart.
3. Master Lightermen, Barge Owners, and others.
   Counsel: Mr. Pope, Q.C., Mr. Littler, Q.C., Mr. Rigg, and Mr. Harris.
   Agents: Loch and Goodhart.
4. Foremen Lightermen.
   Counsel: Mr. Pope, Q.C., Mr. Littler, Q.C., Mr, Rigg, and Mr. Harris.
   Agents: Loch and Goodhart.

Mr. Pember addressed the Committee in support of the Bill, and called Mr. Arthur Sweeney, Mr. John Bruce, and Mr. Henry Rogers, who were sworn and examined.

[Adjourned till Friday, at Twelve o'clock.

Friday, 6th June 1890.

Members present:

Mr. Childers in the Chair.

Mr. Bond.	Mr. Byrne.
Sir Edward Grey.	Mr. Fenwick.
Colonel Hamilton.	Mr. Rankin.
Mr. Bazley-White.	Mr. Thorburn.

Thames Watermen and Lightermen Bill.

Evidence for Promoters—continued.

Mr. Henry Rogers, further examined.

Mr. Robert White, Mr. Arthur Abraham Frey, Mr. Angustus R. Edmonds, and Mr. George H. Chippingdale were sworn, and examined.

Adjourned till Tuesday, at Twelve o'clock.

Tuesday, 10th June 1890.

Members present:

Mr. Childers in the Chair.

Mr. Bond.	Mr. Rankin.
Mr. Bazley-White.	Sir Edward Grey.
Colonel Hamilton.	Mr. Thorburn.

Thames Watermen and Lightermen Bill.

Evidence for the Promoters—continued.

Mr. George E. Wragg, Mr. William Stevens, Mr. George Livesey, Mr. Hugh Colin Smith, Mr. Charles Williams, and Mr. Augustus F. Elmslie were sworn, and examined.

[Adjourned till Friday, at Twelve o'clock.

Friday, 13th June 1890.

Members present:

Mr. Childers in the Chair.

Mr. Bazley-White.	Mr. Thorburn.
Mr. Bond.	Mr. Byrne.
Colonel Hamilton.	Mr. Rankin.
Sir Edward Grey.	

Evidence for the Promoters—continued.

Mr. George King sworn, and examined.

Mr. George E. Wragg and Mr. Henry King re-examined.

Mr. William W. Blackstone, Mr. James Gridley, Mr. George Read, Mr. John Regan, Mr. Anthony G. Robinson, and Mr. Lewis Engledew were sworn, and examined.

[Adjourned till Tuesday, at Twelve o'clock.

Tuesday, 17th June 1890.

Members present:

Mr. Childers in the Chair.

Mr. Bond.	Mr. Bazley-White.
Mr. Thorburn.	Colonel Hamilton.
Mr. Fenwick.	Mr. Rankin.
Sir George Grey.	

Evidence for Promoters—continued.

Mr. George Read further examined.

Mr. Thomas William Jacobs sworn, and examined.

This closed the case for the Promoters.

Mr. Pope, on behalf of the Petitioners against the Bill, called Mr. Robert Grey, who was sworn, and examined.

[Adjourned till Friday, at Twelve o'clock.

Friday, 20th June 1890.

Members present:

Mr. Childers in the Chair.

Mr Bond.	Sir Edward Grey.
Mr. Fenwick.	Mr. Rankin.
Colonel Hamilton.	Mr. Thorburn.
Mr. Bazley-White.	

Evidence for the Petitioners against the Bill.

Mr. H. E. Braine, Captain George Lynch, and Captain Edward Mills, were sworn, and examined.

Room cleared.—Committee deliberated.—The Committee decided that they would not hear further evidence.—Preamble read a second time.—Question, That the Preamble is proved—put, and negatived.

Ordered, To Report.

Parties called in, and informed of the decision of the Committee.

The Chairman stated it was the intention of the Committee to make a special report to the House.

[Adjourned till Tuesday, at Twelve o'clock.

Tuesday, 24th June 1890.

Members present:

Mr. Childers in the Chair.

Mr. Bond.	Mr. Fenwick.
Colonel Hamilton.	Mr. Rankin.
Mr. Byrne.	Sir Edward Grey.
Mr. Bazley-White.	

THAMES WATERMEN AND LIGHTERMEN BILL.

Draft Special Report proposed by the Chairman, read the first time, as follows:—

1. "That the constitution of the Company, called the "Master, Wardens, and Commonalty of Watermen and Lightermen of the River Thames," should be amended, the Company ceasing to be, as now, a close corporation. When a vacancy takes place in the Court of the Company, it should be filled up by election, the electors being in all or the majority of cases, the Freemen of the Company, and no one being eligible except a licensee of full age.

2. "That the examination for a lighterman's license should be more strict than at present.

3. "That any person should be eligible for a lighterman's license, if found, on examination, to possess the necessary qualifications; it being no longer necessary that he should be an apprentice to a freeman or to the widow of a freeman, or to a bargeowner employing a freeman or a licensed lighterman.

4. "And your Committee recommend that a Bill to effect these amendments of the present law be prepared by the Board of Trade, and introduced in the next Session of Parliament."

Draft Special Report read a second time, paragraph by paragraph, and agreed to.

Question, That this Report be the Special Report of the Committee of the House,—put, and agreed to

Ordered to Report, together with the Minutes of Proceedings.

Appendix. 27th Day, No. 15.

15. Copy of the Accounts of the Company of Watermen and Lightermen

(Handed in by Mr. B. J. Jacob on

To Cash:	£ s. d.	£ s. d.	By Cash:	£ s. d.
Balance of Previous Account -	—	1,695 3 10	Salaries, &c. to Clerks, Hall-keeper, River Inspectors, and Boatmen - - -	2,304 19 10
Fees on the Entries for Bindings, taking up Freedoms, &c. -	30 17 –		Rates, Taxes, Repairs, and House Expenses	246 1 6
Receipts at Courts on Freedoms, Bindings, and Assignments -	743 6 6		Stationery, £85 1s. 5d., less Books sold £1 2s. - - - - - - - - -	83 19 5
Quarterage of Freemen, including £69 19s. 6d. from Poor's Account - - - - - -	528 12 9		General Expenses - - - - - -	288 7 10
Watermen, Lightermen, and Apprentices' Licenses and Renewals - - - - -	92 10 –		£ s. d.	
Registering Craft - - - -	176 3 –		Parliamentary, Law, and Police Court Expenses - - - 286 11 7	
Renewing Certificates of Owners of Craft - - - - - -	– 5 –		Less Fines and Costs returned (1893 Act) - - - - - 2 – –	
Renewing Certificates of Craft -	260 – –			284 11 7
Registering change of Barge Owners' Addresses - - - -	8 15 –		Pension - - - - - - - - -	100 – –
Passenger Boat Licenses and Renewals - - - - -	10 4 –			3,308 – 2
Registering Boats to Let - -	45 12 6			
Summonses - - - - -	– 9 –			
Affidavits and Declarations -	25 12 6		Balance on 30th June, 1900 - - -	940 11 1
Searches and Registering Mortgages - - - - - -	8 5 –			
Certificates - - - - -	5 15 6			
Rent of Houses, 16 and 17, St. Mary-at-Hill, £360, less Income Tax, £17 6s. 8d. - -	342 13 4			
Conservators of the River Thames for List of Voters -	10 10 –			
Receipts at Courts on Contracts	33 17 –			
Receipts at Courts on Contract Licences - - - - - -	30 14 6			
Quarterage of Contract Men -	20 – 6			
Dividends on Stock (Consols) nett - - - - - -	179 4 4			
		2,553 7 5		
	£	4,248 11 3	£	4,248 11 3

Poor's Account.

To Cash:	£ s. d.	£ s. d.	By Cash:	£ s. d.
Balance of Previous Accounts, as under: £ s. d.			Poor Watermen of Westminster, Dividends on Trust Stock £2,767 16s. 4d. (Consols) gross - - - - - - - -	76 2 4
Company's Poor - 147 18 1				
Poor Watermen of Westminster - 19 – 7	—	174 9 4	On Account of Lucas' Gift, Dividends on Trust Stock £522 16s. 4d. (Consols) -	14 7 6
Lucas' Gift - - 7 10 8				
Dividends on Stock (Consols) gross:			Pensions to Poor and Aged Freemen and Widows - - - - - - - -	1,432 10 –
Company's Poor - 41 2 –			Pensioners' Quarterage paid to Watermen's Company - - - - - - - -	69 19 6
Poor Watermen of Westminster - 76 2 4	131 12 –			
Lucas' Gift - - 14 7 8			Special Gifts to Blind and Paralysed Persons - - - - - - - -	22 – –
Dividends on other Stock, Companys' Poor:				1,614 19 4
(India 3 °/₀) gross - 596 10 –			Balance on 30th June, 1900, as under:	
(Bank of England) gross - - - 389 16 6			£ s. d.	
(Liverpool 3½ °/₀) gross - - - 241 17 8	1,492 17 10		Company's Poor - - - 216 2 8	
(West Ham 3¼ °/₀) nett - - - 146 12 –			Poor Watermen of Westminster 19 0 7	242 14 1
(Birmingham 3 °/₀) nett - - - 118 1 8			Lucas' Gift - - - - 7 10 10	
Rents of Sunday Ferries - -	32 15 –			
Fines received at Courts of Complaints and Police Courts (1859 Act) - - - - -	14 5 –			
Contents of Poor's Box - -	11 14 3			
		1,683 4 1		
	£	1,857 13 5	£	1,857 13 5

OF THE RIVER THAMES, from 1st July 1899 to 30th June 1900.

the Twenty-seventh Day. See Question 10737.)

CHURCH REPAIR ACCOUNT.

To Cash:	£ s. d.	£ s. d.	By Cash:	£ s. d.
Balance of Previous Account -	—	403 2 3	Churchwardens of Penge, for Church repairs.	6 6 7
Dividends on Stock (Consols) nett	33 3 –			
Retained out of Pew Rents -	11 15 –		Balance on 30th June, 1900 - - -	441 13 8
		44 18 –		
	£	448 – 3	£	448 – 3

BALANCE ACCOUNT.

To Balance of Company's Account, as above	£ s. d.	£ s. d.	By Cash in Bank of England:	£ s. d.	£ s. d.
		940 11 1	Company's Account - -	940 11 1	
	£ s. d.		Poor's Account - - -	242 14 1	1,624 18 10
,, Poor's Account, as above - -	216 2 8		Church Repair Account -	441 13 8	
	19 – 7	242 14 1			
	7 10 10				
,, Church Repair Account, as above - - - - - -		441 13 8			
	£	1,624 18 10	£		1,624 18 10

CAPITAL ACCOUNT.

—	Consols. Poor Account.	Consols. Company's Account.	Consols. Church Repair Fund.
Balance 30th June 1899:			
£ s. d.	£ s. d.	£ s. d.	£ s. d.
Company's Poor 1,495 1 11			
Poor Watermen of Westminster 2,767 16 4	4,785 14 7	6,741 9 –	1,246 19 6
Lucas' Gift - - 522 16 4			
	4,785 14 7	6,741 9 –	1,246 19 6
Company's Poor—Other Stock:			
India 3% - - - - - -	19,883 13 6		
Bank of England - - -	3,898 6 7		
Liverpool Corporation 3½% -	6,911 7 0		
Birmingham Corporation 3% -	4,071 18 5		
West Ham Corporation 3½% -	4,666 4 3		
£	44,217 4 4	6,741 9 –	1,246 19 6

—	Consols. Poor Account.	Consols. Company's Account.	Consols. Church Repair Fund.
Balance 30th June 1900:			
£ s. d.	£ s. d.	£ s. d.	£ s. d.
Company's Poor 1,495 1 11			
Poor Watermen of Westminster 2,767 16 4	4,785 14 7	6,741 9 –	1,246 19 6
Lucas' Gift - - 522 16 4			
	4,785 14 7	6,741 9 –	1,246 19 6
Company's Poor—Other Stock -			
India 3% - - - Stock	19,883 13 6		
Bank of England - - „	3,898 6 7		
Liverpool Corporation 3½% „	6,911 7 0		
Birmingham Corporation 3% „	4,071 18 5		
West Ham Corporation 3½% „	4,666 4 3		
£	44,217 4 4	6,741 9 –	1,246 19 6

Examined and approved, 7th December, 1900.

T. J. BEGENT, Auditor.

ARTHUR SALES, Master of the Company.

LOUIS S. WHITE, Clerk.

Appendix.

27th Day, No. 16.

16. Copy of River Craft Policy of the Ocean Accident and Guarantee Corporation, Limited.

(Handed in by Mr. B. J. Jacob on the Twenty-seventh Day. See Question 10863.)

Founded 1871.

THE OCEAN ACCIDENT AND GUARANTEE CORPORATION, LIMITED.

Empowered by Special Act of Parliament.

Head Offices: 40 to 44, Moorgate Street, London, E.C.

Subscribed Capital £446,000.

Amount Assured £ . Annual Premiums £ .

River Craft Policy.

POLICY OF ASSURANCE granted by THE OCEAN ACCIDENT AND GUARANTEE CORPORATION, LIMITED (hereinafter called "the Corporation") to of (hereinafter called "the Assured").

WHEREAS the Assured being desirous of effecting the insurance hereinafter mentioned has by a Proposal dated the day of , 1 , applied to the Corporation for an indemnity against any loss or damage which may be caused to or by any of the barges and tugs belonging to the Assured and set out in the list attached to the said proposal in the manner and to the extent hereinafter mentioned, and the Assured has paid to the Corporation the sum of as a consideration for such indemnity for twelve calendar months from the day of 1 , till the day of , 1 .

NOW IT IS HEREBY AGREED as follows:—The Corporation will pay to the Assured, or to the persons to whom the Assured may be held liable, as the case may be, the following sums in respect of damage occasioned during the period covered by this Policy:—

I. The amount of any damage which shall be caused to any of the barges and tugs belonging to the Assured and covered by this Policy as aforesaid, owing to actual collision between any such barge or tug and any vessel, bridge, wharf, mooring pier or similar structure, but such damage shall not be taken to include any claim for detention or salvage.

II. The amount of any damage which shall be caused by any of the barges and tugs belonging to the Assured and covered by this Policy, as aforesaid, to any vessel, bridge, wharf, mooring pier, or similar structure, owing to actual collision, and for which the Assured shall be held legally liable as the owner or hirer of the tug or barge causing the damage.

III. The amount of any costs which may be legally recoverable against the Assured by any person in respect of, or in connection with, any claim for damage covered by this Policy.

PROVIDED that the amount to be paid by the Corporation under this Policy for damages and costs (exclusive of costs paid to the Solicitors of the Corporation) shall not exceed the sum of in respect of any one collision or series of collisions connected therewith or arising thereout, and shall not during the twelve months exceed the total sum of First Ten Pounds to be borne by Assured in each case (except where recovered from party liable).

IT IS FURTHER AGREED THAT THIS POLICY is subject to the conditions hereon endorsed, and such conditions shall be considered as incorporated herein, and compliance therewith in all respects shall be a condition precedent to he right of the Assured to recover from the Corporation any sum hereunder.

IN WITNESS WHEREOF, this Policy is subscribed by two Directors and the Secretary of the Corporation this day of , 1 .

POLICY No. } Directors.

Agency { Exd.

Exd.

CONDITIONS.

1.—If this policy has been obtained by any misrepresentation or concealment by, or on behalf of, the assured, or if, in making any claim hereunder, there shall be any false or fraudulent statement, suppression or concealment, then this policy shall be void, and all premiums paid thereunder shall be forfeited to the corporation.

2.—The assured shall immediately give notice in writing to the corporation at the Head Office on the happening of any collision which shall or might occasion a claim hereunder, and in no case later than seven days after the event, and such notice shall give full particulars of the damage and of the manner in which the same was occasioned, also the time and place of collision, and the names and addresses of the owners of the property concerned therein, and of any witnesses. In case of damage to the property of the assured, the conditions of the same shall not be altered or interfered with until the surveyor of the corporation shall have seen the same. The assured shall at all times, upon request, supply further or other information and assistance as may be resonably required by the corporation for dealing with or resisting any claim under the policy. Should the assure fail to fulfil this condition, all right or claim under this policy shall be forfeited in respect of the collision in connection with which such failure shall have taken place.

3.—The corporation may, on receiving due notice of any claim against the assured, settle the same, but the assured shall not, except at his own risk and costs in all respects, settle or dispute any claim without the written consent of the corporation. Should any proceedings be taken against the assured to enforce any claim in respect of which the corporation shall be liable under this policy the assured shall forthwith give notice of such proceedings to the corporation, and the corporation shall be entitled, upon request, to have the absolute conduct and control of the same throughout in the name and on behalf of the assured.

4.—The corporation shall, within one month after satisfactory proof shall have been given to the directors of any damage to the property of the assured covered by this policy, pay the amount of such damage to the assured, or shall, at the option of the corporation, repair the property damaged and place the same in as good state and condition as the same was in before the damage. The corporation may, at their own cost and expense and for their own benefit, take such steps and proceedings as they shall think fit in the name of the assured to recover compensation or damages from any third party in respect of any damage covered by this policy, and may compromise any claim so made in any manner they shall think fit, but should the compensation or damages recovered by the corporation exceed the sum for which the corporation is liable in respect of such damage, the excess shall be paid to the assured by the corporation.

5.—If there shall be any other subsisting insurance affecting the property of the assured and covering the same damage or any part thereof as is included in any claim under this policy the corporation shall not be liable to pay or contribute more than a rateable proportion of such damage.

6.—The corporation may at any time pay the assured the maximum sum payable under this policy in respect of any one collision or series of collisions, and thereupon all liability on the part of the corporation in respect of such collision or series of collisions shall cease, and the assured shall undertake the conduct and payment of any further or other claims arising thereout. If and when in any one year the corporation shall have paid the maximum total sum assured by this policy, no further claim of any description shall be made by or on behalf of the assured during the remainder of such year.

7.—This policy shall not cover or include any loss or damage caused or sustained on the River Thames, below the Nore, but shall include any loss or damage caused or sustained on the Medway or any canal or tributary running into the Thames or Medway.

8.—The assured shall keep all barges and tugs covered by this policy in a good and proper state of repair and condition, and all such barges and tugs shall at al ltimes be kept manned and equipped as required by the bye-laws and regulations of the Conservators of the River Thames or by any statutory enactments affecting the same.

9.—The Corporation shall not be liable under this policy in respect of any damage caused to or by any barge or tug belonging to, hired by, or under the control of, the assured, unless the same is included in the list attached to the proposal form, or is subsequently added thereto with the consent of the corporation.

10.—No damage caused by the wilful act of the assured or his servants shall be deemed to be covered by this policy.

11.—Should any difference arise between the corporation and the assured or any claimant under this policy as to the meaning of the contract made hereby, the amount of any claim hereunder, or the fulfilment of any condition, or any question, matter or thing concerning or arising out of this assurance, it is a condition of this policy which the assured, by acceptance hereof, agrees to abide by, that every such difference shall be referred to the arbitration and decision of a neutral pepson, each party to pay his or their own costs of the reference and a moiety of the costs of the award, and the decision of the arbitrator shall be final and binding on all parties, and shall be conclusive evidence of the amount payable in respect of any claim, and this condition shall be deemed and taken to be an agreement to refer as aforesaid under the provisions of the Arbitration Act, 1889, in all respects except as is hereby provided as to costs or otherwise. And it is hereby expressly stipulated and declared that the obtaining of an award by such arbitration shall be a condition precedent to the liability or obligation of the corporation to pay or satisfy any claim under this policy in respect of which any such difference may have arisen, and to the enforement of any such claim.

12.—No receipt for payment of premium shall bind the corporation unless upon its printed form and signed by the secrtary or other authorised official of the corporation.

13.—No endorsement upon the policy or any qualifications of its terms shall be of any force unless signed by the secretary of the corporation.

14.—The assured shall not assign the benefit of this policy without the previous written consent of the corporation.

Appendix.
27th Day, No. 17.

17. Copy of the Special Case Borrowman, Phillips and Company *v.* Arthur Wilson, in the High Court of Justice, Queen's Bench Division.

(Handed in by Mr. R. W. Harper on the Twenty-seventh Day. See Question 10863.)

1890.—B.—No. 1217.

In the High Court of Justice.—Queen's Bench Division.

Folios 25.

Between Borrowman Phillips and Company, Plaintiffs, and Arthur Wilson, Defendant.

Special Case.

This action was commenced on the 19th day of March, 0, by a Writ of Summons whereby the Plaintiffs imed £1 17s. 11d. and the parties have concurred in ting the questions of law arising herein in the fol-owing case for the opinion of the Court.

1. The Plaintiffs are merchants carrying on business in Seething Lane in the City of London and the Defendant is the owner of the steamship "Lydian Monarch."

2. On or about the 20th day of February, 1890, the Plaintiffs were the "owners" within the meaning of the 66th and 67th Sections of "The Merchant Shipping Act Amendment Act 1862" of 520 bags of flour then being part of the cargo of the said steamship "Lydian Monarch" under a through bill of lading of The New York Lake Erie and Western Railroad Line, the Union Steamship Company shipped by E. Sanderson and Co. from Milwaukie, Wis., to New York, and thence by Wilson Line to London which bill of lading was endorsed in favour of the Plaintiffs.

3. The said bill of lading contained among other things the following clause:—"V. Also that the ship may commence discharge immediately on arrival and discharge continuously, the collector of the port being hereby authorised to grant a general order for discharge immediately on arrival and upon discharge the goods shall be at the risk of the consignee and if not taken by him within such time as is provided by the regulations of the port of discharge they may be stored by the carrier at the expense and risk of their owners and the responsibility of the steamship or steamship line for merchandise to be carried at a through rate to a point beyond the port of discharge shall terminate on the delivery of the goods or property to the next carrier." And at the end of Clause X. the words following "The property covered by this bill of lading is subject to all the conditions expresed on local bills of lading used by the steamship or steamship companies carrying this property at time of shipment."

4. The goods mentioned in the second paragraph were transhipped at New York and forwarded by the Defendant's steamship "Lydian Monarch" and the bill of lading of the said steamship "Lydian Monarch" which was in the form used by the said steamship since April 1888 contained among other things the following stipulation—"London Clause. The shipowners shall be entitled to land these goods on the quays of the dock where the steamer discharges immediately on her arrival, and upon the goods being so landed the shipowners' responsibility shall cease. This clause is to form part of this bill of lading, and any words at variance with it are hereby cancelled."

"N.B.—Delivery into lighters. Consignees desirous of conveying their goods elsewhere shall on making application to the Docks Company within 72 hours after the steamer's report (instead of 24 hours as previously) be entitled to delivery into lighters at the following low rates: Grain, rice, flour, coffee, oilcake, sugar in bags, cotton seed, bacon, beef, and pork (not canned), 1s. 2d.; other goods in packages, 1s. 6d. Deals and lumber, 2s. all per ton of 2,240lbs."

5. It is agreed that the bills of lading hereinbefore mentioned shall be referred to and form part of this case.

6. The "Lydian Monarch" arrived in the Port of London on the 20th day of February, 1890, and proceeded to the Millwall Dock, which was her discharging dock. In the morning of the 20th February, and before she was reported at the Custom House the Plaintiffs paid to the Defendant's brokers Messrs. Allan Brothers and Co., the freight due on the said goods and delivered therewith a letter from their solicitors, Messrs. Arkcoll and Cockell, in the following terms:—

"67, Tooley Street,
"Southwark, S.E., 20th Feby., 1890.

"Dear Sirs,

"Flour ex S.S. 'Lydian Monarch.'

"The bearer of this our clerk will pay under protest to the validity of the 'London Clauses' in American B/L the freight £64 9s. 2d. in respect of 520 bags flour ex s.s. 'Lydian Monarch' shipped by E. Sanderson and Co., and endorsed in favour of Messrs. Borrowman, Phillips, and Co., on whose behalf we are acting. We do this to put ourselves in order in case delivery of the flour in question is refused to Messrs. Groves and Sons' (Platform Wharf, Rotherhithe) barges, which shall be in attendance and ready to receive same overside.

Yours truly,
Arkcoll and Cockell."

"Messrs. Allan Bros. and Co.,
"103, Leadenhall Street, E.C."

and the plaintiffs thereupon received from the said brokers a release for freight.

7. As soon as the said s.s. "Lydian Monarch" was "reported" at the Custom House the plaintiffs passed the usual "entry" required by the Customs Laws, and referred to in the 66th and 67th sections of the Merchant Shipping Act Amendment Act, 1862. The said "entry" is in the words and figures following:—

Entry for Free Goods.

Port of London.	Collector, 19th Feb. 1890.
Dock or Station—M. Docks.	No. 170.
Importer's Name—Borrowman Phillips.	Customs.

Ship's Name.		Date of Report.	Port or Place Whence.	
Lydian Monarch - -		n/r.	New York.	
Marks and Nos.	No. of Packages.	Description of Goods in accordance with the Official Import List.	Quantity.	Value. £.
Bonus -	3,000	Four thousand and eight bags. Wheaten Flour.	Lbs. 5,000	2,004
Farebault	520			
Manposa -	7	M. & R. Co.		
Bakers -	481	1291 21/12	J. W. Wildman.	
Sponges -				
	4,038	Signed W. F. Adams.		

I enter the above goods as free of duty and declare the above particulars to be true.

Dated this 19th day of February, 1890.

(Signed) S. Blaketer,
Clerk to Importer.

The goods referred to in second item of the said entry are the goods of the plaintiffs above referred to. No entry was made by the defendant prior to the plaintiffs' entry.

8. Immediately on the arrival of the said "Lydian Monarch" at her place of discharge in the said dock, and before the said goods were landed or unshipped the plaintiffs were ready, and demanded to take delivery of the same into the barges referred to in Messrs. Arkcoll and Cockell's letter, which were then ready alongside, tendering at the same time the release for freight and the customs' entry mentioned in the next preceding paragraph hereof, but the defendant refused to allow the plaintiffs to take such delivery, and claimed the right to land, and did land the said goods on the quay of the said Millwall Docks, and the plaintiffs were only able to obtain their goods on the 24th of February. In order to procure delivery of their said goods the plaintiffs were compelled to pay to the Dock Company, and paid under protest landing charges in respect of the same amounting to the sum claimed by the indorsement on the writ of summons aforesaid.

9. The clause in the bill of lading mentioned in the 4th paragraph hereof was introduced in April, 1888 in pursuance of an arrangement made at a meeting of shipowners and merchants held in the City of London in December 1887, and is known as the "London Clause." The clause is well known to shippers and consignees, and its object is to insure dispatch in discharging. Where large vessels carrying some thousands of tons of cargo as the steamship "Lydian Monarch" does discharge alongside a quay in dock, and the goods are sorted on the quay the ship can be discharged with much greater dispatch than if the different consignees took discharge into lighters alongside. The plaintiffs had before the voyage in question had shipments of goods under bills of lading containing the "London Clause." The plaintiffs were not parties to the arrangements above mentioned, nor were they notified or aware of or represented at the said meeting, and they have always protested against the insertion of the said "London Clause" in bills of lading of their shipments, and have made under protest all such payments as they have been required to make through the operation of the said clause.

10. It was a custom of the said Port of London that a consignee of goods had the right to delivery of his goods overside, and therefore free of landing charges if he were ready and willing to take delivery of the same within 24 hours after the arrival at her place of discharge of the vessel in which the goods were borne, and the said custom is still a good and binding custom unless the parties otherwise agree.

11. The plaintiffs contend that they were entitled to obtain delivery overside of their goods free of landing charges notwithstanding the stipulations contained in the said bills of lading.

The question for the opinion of the Court is—

Whether in the circumstances the plaintiffs were entitled to delivery of the goods in question overside into craft and therefore free of landing charges.

If the Court shall be of opinion in the affirmative, then judgment shall be entered up for the plaintiffs for £1 17s. 11d., and costs of suit to be taxed on the High Court scale.

If the Court shall be of opinion in the negative, then judgment shall be entered up for the defendant with his costs of defence.

W. Masterman,
Counsel for the above named plaintiffs.

John George Witt,
Counsel for the above named defendants.

Appendix.
27th Day,
No. 18.

18. COPY of the JUDGMENT in the CASE of BORROWMAN, PHILLIPS AND COMPANY *v.* WILSON, in the ROYAL COURTS of JUSTICE, April 7th, 1891.

(*Handed in by Mr. R. W. Harper on the Twenty-seventh Day. See Question 10863.*)

Royal Courts of Justice, April 7th, 1891.

IN THE HIGH COURT OF JUSTICE.—QUEEN'S BENCH DIVISION.

Before Mr. JUSTICE DAY and Mr. JUSTICE LAWRENCE.

BORROWMAN, PHILLIPS & Co. *v.* WILSON.

(From the shorthand notes of Messrs. Walsh and Sons, 4 New Court, Lincoln's Inn, W.C.)

JUDGMENT.

(*Mr. Justice Day.*) In this case, the Plaintiffs, as I understand it, claim the right to have their goods delivered to them over the ship's side, and they claim that right, first of all, by reason of the custom of the City of London, which is set out in the Special Case, and which certainly seems to be applicable to a case such as the present. By the custom of the Port of London there can be no doubt that the owner of goods is entitled, if he makes application within twenty-four hours, to have his goods delivered into lighters. That, no doubt, is a well-established custom. It is so found in the Case, and it is a custom about the application of which there can be really no doubt. There can be no question that in the Port of London such a right does exist. But all such rights are subject to special agreement. People can enter into contracts which relieve them from the application of the custom; they can contract to do things in some way other than that which is the customary way; and the question here is whether in this case the Plaintiffs have contracted themselves, if I may so say, out of the custom. If they have, the custom does not apply.

It is said that they are not only entitled to the benefit of the custom, but that they are also entitled to the benefit of the statutory provisions contained in the Act of 1862. We have been referred to the 67th Section of that Statute. he 67th Section contains many sub-sections, as is now customary, and we have been particularly referred to sub-section 5, sub-section 6, and sub-section 7. I observe that these sub-sections seem to have been introduced into the section without consideration of what the subject of the section was. The purport of the section (if one may guess at its purport from the language used) was to provide for the case of an owner of goods who has failed to make entry, or, having made entry, has failed to land with all convenient speed; and, for the protection of the shipowner, it was provided that in such a case the shipowner might land the goods upon the dock, and thereby subject the owner of the goods, among other things, to liability for landing charges. It was desired to limit the exercise of this right, as far as might be, and I presume with that object it was thought necessary to construct a number of sub-sections, and by the time that the Legislature had got as far as sub-section 6, it seems to have lost sight of the original object of the section altogether. It purports to be dealing with a case where there has been no default of any sort or kind by the owner of the goods, and it purports to confer upon him some rights quite irrespective of any "conditions," which is the term used in the earlier part of the section as applicable to the sub-sections. They are to be conditional; they are to limit the exercise of the right conferred upon the shipowner by the body of the section. Instead of that, sub-sections 6 and 7 would seem, if I properly construe them, to confer new and independent rights, and, among other rights which they seem to confer, one is an extension to all ports of that which is the custom of the Port of London. As I have said before, if you can contract yourself out of the Common Law—*i.e.*, customary right—so also you can contract yourself out of the Statute Law. Therefore the question is really and simply one as to whether the Plaintiffs have or have not contracted so as not to be affected by the custom and not to be affected by the provisions of the Statute.

I am clearly of opinion that they have done so, and it seems to me that they have taken pains to do so. They have entered into a bill of lading with the original shippers of these goods whereby they agree that "the property covered by this bill of lading is subject to all the conditions expressed in local bills of lading used by the steamship or steamships companies carrying this property at time of shipment." It is really said, "We do not know, and we do not care, what may be the terms of the bills of lading which may be in operation with the various steamship companies which may be employed to carry these goods of ours on this through voyage, but whatever those terms may be we submit to them." They are to take the consequences of that sort of largeness of contract. It is now found that one of these local bills contain what is termed the "London Clause." The "London Clause" has been entered into, it is stated, by shipowners and merchants in London for the purpose of expediting business. It contains most reasonable provisions, which are almost necessary for the conduct of commercial business in these times, and when one finds immense vessels such as the "Lydian Monarch," and other vessels, coming into the Port of London, it is ridiculous to have applicable to such vessels and to such cargoes the old custom of the Port of London, which was no doubt very applicable to small vessels containing very limited cargoes indeed. Merchants found the inconvenience of that, and they met together and agreed that they must insert in bills of lading a clause similar to this which was known as the "London Clause." Now the "London Clause" is quite inconsistent with the custom, and is quite inconsistent with the provisions of this statute, because it provides that the shipowners (in this case the Defendants), shall have a right to deliver the goods on the quay; they shall be entitled to land these goods on the quay of the dock where the steamer discharges, and that right shall accrue to them the moment the steamer arrives alongside. The right attaches to land the goods on the quay. If the shipowner had entered into this contract for the purpose merely of pecuniary benefit, he would have been entitled to the benefit of the contract. It is quite clear, however, that it is not merely for pecuniary benefit, but that it is to the interest of all parties concerned that their goods should be delivered in the most convenient manner, and should be delivered in such manner as to enable them always to get their goods within the shortest possible time. The right is for the shipowner to land on the quay. The shipowner bargains, therefore, that he shall not be called upon to land anywhere else, and that it shall not be a duty on his part to deliver into lighters. He contracts that he shall not be called upon to deliver them into lighters at all, but that he shall be under all circumstances entitled to land them on the quay. That is a right which, if he has acquired it, he is entitled to the benefit of. He says, "I will deliver to the Port of London, the destination of the goods, but I will not deliver anywhere else. I will simply deliver on the quay, and nowhere else, and not into lighters." Then he goes on to provide that you may get your goods into lighters, if you like, afterwards, by paying the Dock Company these charges for their landing charges. It makes it perfectly clear, construing that which appears under the letters N.B., that in all cases, whether you pay 1s. 2d. or these small charges, or not, the goods are to be on the quay side. That is the right of the shipowner, and he offers moderate terms, or terms in consideration of which, when the goods are on the quay, you may get them off the quay into the lighters for your own convenience.

To my mind the case is perfectly clear, and I can entertain no doubt whatever.

Mr. Justice Lawrence: I also am of the same opinion.

APPENDICES.

TWENTY-EIGHTH DAY.

1.—Bye-Laws of the Company of Watermen and Lightermen of the River Thames.

(Handed in by Mr. C. J. Fielder on the Twenty-eighth day. See Question 10936.)

Arrangement of Clauses of Bye-laws.

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As to the Courts of the Company, Elections, &c.

Courts of the Company, and oath of master and wardens.

1. That the court of master, wardens, and assistants, appointed under the said Act for superintending, regulating, and controlling the affairs of the company, shall consist of the twenty-six members now constituting the same; and that at the respective courts appointed under such Act, for the election of master and wardens, such elected master and wardens shall, before they respectively enter into the duties of such offices, make before such court, or in case of the unavoidable absence of either of them, then at the ensuing court, the following oath or declaration (that is to say):—

"I, elected Master [or Warden, as the case may be] of the Company of Watermen and Lightermen of the River Thames, do swear [or declare] that I will faithfully perform the duties of such office to the best of my power.

"So help me God."

Election of Members.

2. That whenever any vacancy shall arise in such court, the same shall be announced by the master, warden, or member presiding at the following quarterly court, and such vacancy shall be filled up at the then next, or some following quarterly court. That any member of the court may, at the court at which any such election may take place, propose any freeman of the company to be elected to fill such vacancy, provided such member gives fourteen days' previous notice to the clerk of the company of his intention to propose such person, and the names of all such persons to be so proposed shall be inserted in a notice to be sent to each member of the court calling such meeting, and at the court at which such election takes place, the person so nominated, or if more than one shall be nominated, the person who shall obtain the greatest number of votes of the members present, shall thereupon be elected to fill such vacant office. That such elected member shall, before he enters into the duties of such office, make before the court of the company the following oath or declaration (that is to say):—

"I, do swear [or declare] that I will faithfully execute the office of a member of the Court of the Company of Watermen and Lightermen of the River Thames, and during the time that I shall continue in such office, to the best of my abilities assist and counsel the master and wardens of the company for the time being, in all matters and things relating to the welfare thereof.

"So help me God."

Meetings of courts. Lists be published.

3. That all meetings of the courts of the company and of the audit committee appointed by such court, shall be holden at their common hall, in London; and that a list of the members of such court shall be printed, and that any person shall be entitled to have a copy thereof, on payment of the sum of sixpence.

Clerk's security.

4. That every clerk appointed by the court shall, before he enters into the duties of his office, give security to the master and wardens for the time being, with such sureties as the court may think proper in the penalty of £500 for the due execution of such office, and for duly accounting to such master and wardens for all monies received by him for the use of the company, and for the safe keeping and production to such master and wardens, of all books, deeds, and documents in his charge by virtue of such office, and shall also make before such court the following oath or declaration (that is to say):—

"I, do swear [or declare] that I will faithfully perform the office of Clerk of the Company of Watermen and Lightermen of the River Thames, to the best of my power.

"So help me God."

Auditors of accounts and election of auditors.

5. That the accounts of the company and of the poor thereof shall continue to be audited by the committee of five members of the court already appointed by them until the Midsummer quarterly court, in the year 1860, and that at that court the two members who have been appointed the longest time on such committee shall retire, and such court shall thereupon elect two other members of the court to fill such vacancies, and shall also fill any vacancy that may arise by death or otherwise, and at every subsequent Midsummer quarterly court, two of such audit committee shall retire in like manner, and such vacancies, together with any other arising as aforesaid, shall be filled up by such courts. That when such accounts have been audited, a balance sheet shall be submitted to the following quarterly court, and notice in writing sent to the Conservators of the River Thames, informing them that such accounts are ready for examination by any professional accountant named by them.

Courts for granting licences, summonses, and receiving declarations.

6. That at the last quarterly court in each year such court shall name and appoint two of the members thereof in rotation, to attend at the hall of the company to receive such complaints as may be made to them against freemen, widows of freemen, or apprentices, and grant summonses, if they think proper, against the

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parties so complained of, and also to grant licences and receive and take oaths and declarations, and for such other purposes as may be thought necessary, and that the members so appointed shall meet on every Thursday throughout the year, at eleven o'clock in the morning, and remain until one o'clock in the afternoon for such purposes, and shall also meet on such other days and at such other time as they or the court may from time to time appoint; and that on all summonses issued by such two members the sum of one shilling shall be taken for preparing and serving the same, and for any summons requiring the attendance of a witness, the sum of sixpence.

Members appointed to be on certain courts neglecting to act.

7. That if any member of the court of master, wardens, and assistants, now or hereafter to be elected, or who shall be appointed to be of the court for the admission of freemen of the company, and the execution of indentures of apprenticeship and assignment of apprentices, or of the court for hearing and determining complaints, shall refuse or neglect to take upon himself and execute either of such offices, he shall incur a penalty not exceeding forty shillings.

Members of the respective courts and committees neglecting to attend.

8. That if any member of such courts being summoned by notice in writing, left at the usual place of abode or business of such member, to attend any quarterly adjourned or other court committee or other meeting of the company, at least two clear days before such meeting, shall omit and neglect to attend accordingly, without a sufficient excuse to be allowed by the court at which such member was summoned to attend or by the like next court that shall be holden, he shall incur a penalty not exceeding twenty shillings.

Not taking the chair or departing court without leave.

9. That if any member of either of the said courts whose duty it shall be to be chairman shall refuse to take the chair, or, having taken the chair, shall leave the same without the consent first had and obtained of such court, or if any member of either of such courts shall depart therefrom before the business thereof shall be concluded, without leave of the court or the chairman thereof, he shall incur a penalty not exceeding twenty shillings.

Auditors not attending.

10. That if any member of the court who shall be appointed to audit the company's accounts and poors' accounts, and who shall be duly summoned as aforesaid to attend such audit, shall omit and neglect to attend accordingly, or being present, shall refuse or neglect to take on himself the duty of such audit, or shall depart from such audit before the business thereof be concluded, without leave of the other auditors, he shall incur a penalty not exceeding twenty shillings.

Persons bankrupt, etc. not eligible for election on court.

Members becoming bankrupt, etc., to be removed.

11. That no person shall be eligible for election as a member of the court who shall have been bankrupt or insolvent, or have compounded with his creditors, unless he should have paid twenty shillings in the pound on the amount of his debts, and that if any master, warden, or assistant of the company shall become bankrupt, or insolvent, or compound with his creditors, and shall not within the space of twelve months next after such bankruptcy, insolvency or composition, pay twenty shillings in the pound on the amount of his then respective debts, such member shall be by resolution of such court removed from his office.

Receiver to be chosen on certain courts.

Chairman to sign the day book.

12. That at the meeting of every court for the admission of freemen of the company, the execution of indentures of apprenticeship, and assignment of apprentices, a receiver shall be chosen from amongst the members thereof, who shall for that day take an account in writing of what each person hath that day paid, and if upon telling over the day's cash in the presence of the clerk, and the major part of the members present, and comparing the same with the account taken by such receiver, and the clerk's entries, there shall happen to be any deficiency in such cash, such receiver shall make good such deficiency, but if the cash appears to be more than entered by such receiver and clerk, then such overplus shall be put into a box to be called the poors' box, for the benefit of the poor of the company, and such sums, together with any voluntary donations at any such courts, shall be applied in manner hereinafter provided, and at the close of every such court, the chairman then present shall sign the day-book, or neglecting so to do, shall incur a penalty not exceeding twenty shillings.

Company's and poor's cash.

13. That all fees or other monies collected or received for the use of the company, and all money collected or received for the use of the poor of the company, shall be forthwith paid to the Bank of England in the name of the company, and all monies at such bankers shall be from time to time drawn out by checks signed by the master and wardens for the time being, or any three of such master and wardens; such check being also countersigned by the clerk of the company, and shall be applied and laid out for the purposes of the company, and of the poor thereof in such manner as the court shall direct and appoint, provided the same shall not be inconsistent with such Act.

Using abusive or menacing language to members of the court, officers, etc., or to passengers, or other persons.

14. That if any freeman or his apprentice, or any widow of a freeman or her apprentice, or other person, shall strike, swear, curse, revile, or abuse, or make use of any scurrilous, abusive, indecent, menacing or threatening language to any master, warden, or member of the court of assistants, clerk, inspector, or other officer of the company, or any of the Conservators of the River Thames, or their officers, or to any freeman of the company, widow of a freeman, or his or her apprentice, or to any person or passenger upon the river, or person who has landed or is about to embark, or to any person in any public plying place, he shall incur a penalty not exceeding forty shillings.

Obstructing officers in the execution of their duty.

15. That if any freeman or his apprentice, or any widow of a freeman or her apprentice, or other person shall assault, obstruct, or oppose any officer of the company in the execution of his duty, or otherwise acting in discharge of his office, or any person or persons coming to, attending, or executing the orders of any magistrate, or of the court of the company, or any of the members thereof, every person so offending shall incur a penalty not exceeding forty shillings.

As to Apprenticeship, etc.

Bindings at the hall, and time of service. Fees payable.

16. That all indentures of apprenticeship and assignments of apprentices under such Act shall be prepared by the company, and shall contain such covenants and be in such form as the company may from time to time determine, and that the period of servitude of every person so bound apprentice shall be for the term of five years, six years, or seven years, as the master of such apprentice, and such apprentice and his father, if living, or if dead, his mother, or if both dead, his next of kin or guardian, may agree upon previous to such binding, and the payment thereon for the use of the company at the courts to be holden for such purpose, the sum of one pound three shillings, and on the assignment of any such apprentice the payment shall be fifteen shillings; such respective fees or sums to be paid by such master or mistress, and to be in addition to any stamp duties at any time payable thereon, and that any person may have a certificate of any such binding or assignment on payment of the sum of two shillings and sixpence.

Proof of age, etc.

17. That every person to be bound apprentice to a person eligible to take apprentices under such Act, shall produce to the court, or to any person appointed by them, the certificate of the registrar of births, in order to authenticate the age of such person; but in the event of his being unable to do so, or the certificate being informal, the court may take and admit an affidavit of his parent (or such other person competent to make the same) of the date of such birth, and the fee to be taken on preparing and making such affidavit shall be two shillings and sixpence, unless the same shall be required in verification of a certificate, when such fees shall be one shilling.

Regulation respecting the taking of apprentices, and o assignmen of apprentices.

18. That every person about to take any person on liking, for the purpose of being bound an apprentice or of being assigned over to him, or her, shall cause to be entered in the books of the company, at their hall, the day on which he or she intends to take such person on trial, together with the name of such person, and the period of such intended service, and also his or her own name and place of abode, and if the person is to be assigned, the name and place of abode of the master or mistress he is to be taken from, and the day on which such binding or assignment is intended to take place, for which entry the sum of one shilling shall be paid to the company, and if such person shall not attend for the purpose on the day named for such binding or assignment, then, for the re-entry thereof, for any subsequent court, the further sum of one shilling, and if any person shall take any person on liking for either of the purposes aforesaid, without having first caused such entries to be made, he or she shall forfeit and pay a sum of money not exceeding forty shillings, and no person shall be bound or assigned until such entry shall be made; and that before any person shall take an apprentice, he or she shall have the person intended to be bound twenty days at the least, and not more than forty

days at the most, upon trial, before such person shall be duly bound and registered as his or her apprentice, and that the person taking such apprentice shall, before such apprentice is duly bound, produce, if required by the court, satisfactory proof of such term of trial, and every person keeping any person so intended to be bound, for more than forty days upon trial, shall incur a penalty not less than ten shillings, and not exceeding five pounds.

Barge owner on binding apprentice, to make affidavit or declaration as to ownership of barge.

19. That any person (not being a freeman or the widow of a freeman) being the registered owner of a barge or lighter, or other like craft, and proposing under the provisions of such Act, to take or bind any apprentice to him or her, for the purpose of having him instructed in the navigation of barges, by freemen of the company, or licensed lighterman, shall, at the time of such binding, make such oath or declaration, or produce such evidence as the court may require, as to such person being, at the time of such intended binding, the bonâ-fide owner of a barge or lighter, actually employed by him or her in carrying goods, wares, and merchandise on the river, and the fee to be paid to the court on preparing and making the same shall be two shillings and sixpence.

Forging or producing false certificate or making false affidavit, etc.

20. That if any person or persons shall falsely forge or counterfeit, or knowingly or willingly produce any false or forged certificate, affidavit, or declaration, or make any false oath or declaration, of or concerning the age of any person to be bound apprentice as aforesaid, or of the ownership of any boat, barge, lighter, or craft, he, she, or they shall incur a penalty not exceeding five pounds; and the indentures or apprenticeship of such apprentice, or registry of such craft respectively, shall be null and void to all intents and purposes whatsoever.

Widows of freemen and of barge owners on taking apprentices, to employ freemen, etc., to instruct them.

21. That every widow of a freeman (or widow of any other person owning and using craft under the provisions of such Act) taking and binding an apprentice, shall keep or employ some person, being a freeman of the company, or a licensed lighterman (as the case may be), to teach and instruct such apprentice in the business for which he may be so bound to her, and shall cause him to be so instructed before he shall be admitted a freeman of the company, or licensed to work as a lighterman in manner provided by such Act.

Apprentices on master or mistress dying or leaving off business, to be assigned over and indentures of apprenticeship to be delivered up.

22. That every apprentice whose master or mistress shall die, or leave the country, or cease to exercise his or her employment (by himself, herself, or servant) upon the river, may, at the first or second court to be holden for the execution of indentures of apprenticeship and assignment of apprentices, and shall, at his request, and by his consent, be by such court assigned over to some other able and fit master or mistress willing to take him, by endorsement upon the indentures of apprenticeship, or otherwise, in case the indentures be destroyed, mislaid, or wilfully withheld and not produced, and every such apprentice neglecting to make such application as aforesaid, shall serve for a further period of time equal to the time lost by such neglect, to some other master or mistress, before he shall be admitted a freeman of the company, or licensed to work as a lighterman; and that every master or mistress of any apprentice who shall, on leaving off business as aforesaid, or other person who may by any means obtain possession of such indentures, refuse to deliver up the indenture or indentures of apprenticeship of such apprentice or apprentices, upon demand being made thereof by such apprentice or apprentices, or by any officer by the order of the court, unless such indenture or indentures shall have been lost or mislaid, and the same shall be proved to the satisfaction of the court, shall, for every such offence, incur a penalty not exceeding forty shillings.

Master not teaching his apprentice or neglecting to obtain licence for him or boat, or not finding clothing board, and lodging, or ill-treating apprentice may be fined and apprentice assigned over to another master.

23. That if any person who shall bind any apprentice shall neglect or refuse to find suitable work and employment for him, or to teach and instruct such apprentice in the navigation and management of craft, or to obtain a licence from the court for him to take the sole charge of any boats, barges, or vessels, or (being a freeman, or widow of a freeman) to provide such apprentice, when working as a waterman, with a safe and proper licensed boat for such purpose (without assigning a reasonable cause for such neglect or refusal to obtain such licence or provide such boat), or shall neglect or refuse to find and provide such apprentice with good and sufficient clothing, board, and lodging, or shall wrongfully beat or ill-treat any such apprentice during such apprenticeship, and shall be convicted of the same, he or she shall incur a penalty not exceeding ten pounds; and the apprentice of such person, in case of a second complaint respecting the same apprentice and conviction as aforesaid, shall, and may, upon application made by him to the court, at any of their meetings for binding and assigning of apprentices, be by them assigned over to some other master or mistress, to serve the remainder of such apprenticeship, any indenture, covenant, contract, or agreement, to the contrary notwithstanding.

Apprentices not to be employed to work at any other business.

24. That no person shall, either before or after binding an apprentice, either directly or indirectly covenant, contract, or agree with such apprentice for any person on his behalf for any sum or sums of money or other consideration whatsoever to be paid or given him or her for the bringing up or employing such apprentice, otherwise than that for which he shall be so bound, or shall permit or suffer any apprentice to work at any other business or calling whatsoever, or to make any advantage of his own labour for his own benefit, or to receive the profits thereof to his own use, except at such times as the river shall be frozen and not navigable, upon pain that every such person shall incur a penalty of twenty shillings.

Apprentice leaving his master's service (unless impressed to serve the Queen) to lose time.

25. That no apprentice shall, without the consent of his master or mistress first had and obtained in writing, depart or absent himself from his master or mistress's service upon any pretence or occasion whatsoever, unless he shall be impressed into Her Majesty's sea service, and every apprentice so departing or absenting himself, shall thereby lose the time he shall so absent himself, before he shall be admitted a freeman of the company, or be licensed to work as a lighterman, such time to be determined by the court for the admission of freemen, in case the parties do not agree as to the same, and whose determination (the parties being duly summoned to appear before such court) shall be binding and conclusive between the parties, and indorsed on the indentures, although either of them may make default and not appear before such court, provided nevertheless that any apprentice to a freeman or to the widow of a freeman may serve in Her Majesty's navy or on board any merchantman by the consent of his master or mistress, if he has been in his or her employ for the space of three years, and during the time of his so serving in Her Majesty's navy or on board of such merchantman, his wages and pay shall belong to, and be paid to his master or mistress.

As to Freedom of the Company, etc.

No apprentices to be made free of the company or licensed to work until they have served full time, testified by the consent of master, etc.

26. That no apprentice shall be made free of the company unless he has actually and *bonâ fide* been bound to and served his time to a freeman of the company, or to a widow of a freeman in the navigation of boats, barges, lighters, vessels, and other like craft for the full space of time set forth in his indentures of apprenticeship (save as hereinbefore lastly provided with respect to serving in the navy or mercantile service), and that no person shall have a licence from the company to work as a lighterman, unless he has actually and *bonâ fide* been bound to and served his time to a registered bargeowner in the navigation of barges, lighters, and other like craft, for the full space of time set forth in his indentures of apprenticeship, such respective services being testified to the court by the consent of the master or mistress, which consent shall be given in writing in the books of the company, and by such other evidence the court may think necessary or required, and that every person previous to his admission as such freeman, shall take before such court the following oath or declaration:—

"I swear [or declare] that I will be true to our Sovereign Lady the Queen, her Heirs, and Successors, and will be obedient to the Court of Master, Wardens, and Assistants of the Company of Watermen and Lightermen of the River Thames, and observe and keep all the rules, orders, and constitutions made and to be made by such Court.

"So help me God."

Payments on granting freedom.

27. That there shall be paid to the company for entering the name of any such person as an applicant for such freedom the sum of one shilling, and should such person not attend at the court for which he is so entered, for the re-entry thereof for any subsequent court, the further sum of one shilling; and that at the courts to be holden for the admission of freemen, there shall be paid by every person so admitted the sum of

Appendix.

28th Day, No. 1—continued.

two pounds six shillings, for the use of the company, in addition to any stamp duty payable thereon, and thereupon there shall be given to such freeman a copy of the act of Parliament, and of such bye-laws of the company as may be in force at the time of such admission, and that any person may have a certificate of any such freedom, on payment of two shillings and sixpence, or a copy of such laws on payment of two shillings.

On master refusing to certify service. Apprentice may, if qualified, be made free or licensed to work as lighterman without master's consent.

28. That if any person who shall have or bind any apprentice, shall neglect or refuse at the expiration of such apprenticeship, to sign the register of such binding as aforesaid, or to do any other necessary act, in order to enable such apprentice to obtain such freedom, or a licence to work as a lighterman, without assigning a reasonable cause for such neglect or refusal to be allowed by the court, he or she shall, for such neglect or refusal, incur a penalty not exceeding five pounds; and such apprentice shall, and may, on application made by him to the court, at any of their meetings appointed for the admission of freemen, or for granting of licences to work as lightermen, be admitted to such freedom, or to have such licence, provided that good and sufficient proof be adduced before such court, that such apprentice is duly qualified under the said act to be admitted a freeman, or to receive such licence to work as a lighterman.

Barge owners, etc., not to be admitted freemen without notice.

29. That no registered owner of craft, or person holding a licence from the court to work as a lighterman shall be admitted a freeman of the company at any quarterly, special, or adjourned court, by the consent of three-fifths of the members of the court present at such court, unless such person shall give twenty-one days' previous notice to the clerk of the company of such his desire, and that notice of such application shall be included in a notice to be sent to each member of the court calling such meeting.

Freemen and others to register addresses, etc.

30. That all freemen of the company and barge owners registered in pursuance of such act, and persons holding licences from the court, shall on the commencement of the act and on the first day of January in every subsequent year, and on such other days as the court may from time to time appoint for that purpose, or within twenty-one days thereafter, give notice to the court of his or their place of abode or work, in order that the same may be registered in a book to be kept by the company for that purpose; and if any such person as aforesaid shall neglect or refuse to give such notice as aforesaid, he shall incur a penalty not exceeding five pounds.

For enforcing annual payments.

31. That all widows of freemen using, exercising, or claiming any rights under such act or bye-laws, shall be subject and liable to make the same annual payments and fees as their husbands would have been if alive; and that in case of non-payment by any freeman (or widow as aforesaid) at the hall of the company, on Christmas day in each year, or within the space of three calendar months next thereafter, or within the space of three calendar months next after any other time to be appointed by the court for payment of any arrears of such annual payments, such person and persons making such default, shall incur a penalty for every such default of the sum of five shillings, provided that if any such member or members be absent at or beyond the sea, the time for such respective payment shall be extended to three calendar months next after his or their return, when if the same shall not be paid at the said hall, he or they shall incur such penalty as aforesaid.

Arrears thereof, fees, etc., to be paid before licensing or registering

32. That no freeman, or widow of a freeman, barge owner, or other person, shall be entitled to demand and have of the court a licence, or a renewal of a licence, or to require the clerk of the company to register any matter or thing required by the act or bye-laws to be registered, or any other matter, without first paying all annual payments, renewal fees, or sums of money, at any time theretofore due from him, her, or them, and remaining unpaid at the time such demand or request shall be made.

As to Licensing Watermen, Lightermen, Apprentices, etc.

At Gravesend, etc., two licensed watermen to be employed in each passenger boat.

33. That in order to prevent loss of life or injury to any persons, or passengers embarking or disembarking from steam boats, ships, and vessels, in small boats and vessels, between Broadness Point and Lower Hope Point, below Gravesend, as well as on other occasions, every freeman, or the apprentice to a freeman, or to a widow of a freeman, working within such limits, and licensed as hereinafter provided, shall provide a second licensed waterman, or an apprentice as aforesaid, to assist him in the navigation of his boat, in carrying any fare or passenger within such limits, or in default thereof, he shall incur a penalty not exceeding forty shillings.

Against employing any person not being a licensed waterman, lighterman, or apprentice.

34. That if any freeman, or the widow of any freeman, or his or her apprentice, barge or boat owner, or other person shall, at any time or times hereafter, set at work to row, work, or navigate, or permit or suffer to row, work, or in any manner navigate any boat, barge, lighter, steam boat, vessel or craft upon the river, any other person not being a freeman of the company, licensed to work as a waterman or lighterman (legally qualified lighterman and apprentices, and persons entered upon liking for the purpose of being bound apprentice as hereinbefore provided, only excepted), he or she shall incur a penalty not exceeding forty shillings—subject to this proviso—that no such penalty shall be payable if such person proves to the satisfaction of the magistrate or court before whom the case is heard, that he is unable for the usual compensation to obtain the services of any such licensed watermen, lightermen, or apprentice.

In vessels requiring two able persons to navigate them, a licensed lighterman, etc., and an apprentice sufficient.

35. That in all cases in which it may be necessary or requisite under such Act, or these bye-laws, or under the bye-laws of the Conservators of the River Thames, that for the benefit of the public using the river in boats, barges, or vessels, two able and skilful persons shall be employed in the management and navigation of passenger boats at Gravesend, and in vessels of more than fifty tons burthen, navigated on the river, one waterman or lighterman, licensed in manner provided by such act and bye-laws, or an apprentice licensed to take the sole charge of craft, and an apprentice actually bound in manner provided by such act, but not a person entered on liking for the purpose of being bound, shall be deemed and taken to be able and skilful persons within the meaning of such act and bye-laws respectively.

Working as waterman or lighterman, etc., without licence.

Amended July 1894.

36. *That if any freeman, or the apprentice of any freeman, or of the widow of a freeman, or other person shall act as a waterman, or ply, row, steer, or navigate any row or sailing boat, river steam boat, or other passenger boat, or shall row, steer, or navigate any boat, barge, lighter, vessel, or other craft upon the river, or take charge of, or navigate any boat, barge, vessel, or craft, coming to, or going from any place or places, or ship or vessel within the limits of such act, without having obtained a licence from the court, (unless such person shall be duly licensed by the master, wardens, and assistants of the Trinity House, of Deptford Strond, or other competent board for the purpose,) he shall incur a penalty not exceeding five pounds, nor less than five shillings.*

Watermen's lightermen's and apprentices' licences.

37. That the court shall, on the written application of any person or persons requiring a licence to work as a waterman or lighterman, or for their apprentice, having served two years of his apprenticeship on the river, in manner provided by the said act, to take the sole charge of boats, barges, or vessels, and upon such court being satisfied by the examination of such applicants or apprentice, or by the examination of witnesses, or by such other evidence they may think necessary of the competency and skill of such applicants, grant unto him, or them, a licence accordingly, for such time and subject to such restrictions or conditions they may think proper, which licence shall contain a distinctive number, and the name and address of such person, and the same shall be registered in the books of the company. That there shall be paid to the company by every freeman (or widow of a freeman) for such freeman or apprentice's licence, the sum of two shillings and sixpence, and for each renewal thereof, the sum of two shillings and sixpence; and that there shall be paid by every person to whom the court may grant a licence to work as a lighterman, not being a freeman, the sum of three pounds eleven shillings, as set forth in such act; and for the licence to any person not being a freeman or widow of a freeman or their apprentice as aforesaid, the sum of two shillings and sixpence, and for the renewal of such lighterman's or apprentice's licence, the sum of two shillings and sixpence.

No apprentice to have the sole care of any boat, etc., unless he shall have served two years, and his master have obtained a licence

38. That no apprentice shall have or take the sole care of any boat, barge, or other vessel, unless he shall have rowed or worked on the river as an apprentice for the space of two years at the least (and for which purpose no other licence than the indentures of apprenticeship shall be necessary) or having served two years, shall take such sole care without his master or mistress having obtained a license for him so to do, and that all

licences to enable such apprentices to take such sole care of such craft, shall be granted by the court to the master or mistress of such apprentice, on the application of such master or mistress, and such apprentice shall, notwithstanding such licence, be subject at all times to the control, instruction, and direction of his master in all things, and that if any apprentice shall have or take the sole care of any boat, barge, or other vessel, without having served two years as aforesaid, or without his master or mistress having obtained a licence for him so to work as aforesaid, the master or mistress of every such apprentice so offending, shall incur a penalty not exceeding five pounds; provided nevertheless that any freeman or widow of a freeman, who, at the time of the passing of the act shall have any apprentice bound to him or her under the provisions of the former act, to learn the business of a waterman or lighterman, who shall have served two years of his time to such master or mistress, shall be entitled to have a licence from the court, authorising his or her apprentice to take such sole care of craft, without any examination or the production of any evidence of his competency, and without payment of any fee subject only to the renewal fee.

Licences for three years only. Persons holding licences to attend court and produce licences upon notice given, and licences may be renewed or cancelled.

39. That no licence shall be granted by the court to any person for the purpose of working as a waterman or lighterman, or as an apprentice as aforesaid, for any longer period than three years; and that on or before the expiration of the term for which any such licence shall be granted, or at any time previously thereto, upon notice from the clerk of the company for the purpose, to be left with such persons personally, or at his or their last or usual place of abode, or if such abode shall not be known, then at the place of work or business: all persons to whom such licences shall have been granted, shall attend the court, and produce to them or to some person appointed by them, all such licences for examination, and if upon examination of such person and of such licence, the court shall be satisfied that such person is entitled to have a further licence, then such court shall grant such further licence, for such further time they may think fit. And if any person shall work as a waterman or lighterman after their licence so to do shall have expired, or shall have been revoked, suspended, or cancelled, or if such person or the apprentice of any such person, having in his possession such licence, shall neglect or refuse to produce any licence as aforesaid, within one month after notice for such purpose, from the clerk of the company shall have been left with him or her, or at his or her last or usual place of abode, or of work or business as aforesaid, then, and in every such case, he or she shall incur a penalty not exceeding forty shillings, nor less than five shillings.

Working after expiration of licence, or when cancelled, or refusing to produce licence within one month after notice.

Refusing to produce licences to magistrates, court inspectors, etc., and to other persons holding licences.

40. That if any freeman, or his apprentice, or the apprentice of a widow of a freeman, or other person holding a licence to work as aforesaid, shall refuse or neglect to produce such licence for examination by, or to give the number and particulars of the name and address contained in such licence, to any lord mayor, alderman, or any justice of the peace, police or stipendiary magistrate, or any court of the company, or any of their inspectors or officers, or any officer of the Conservators of the river Thames, or any constable or policeman, or any passenger, or to any other person holding or producing a licence to work as herein mentioned, and requiring him to produce the same, or shall in answer to such application produce any false or expired licence, or the licence of any other person, or shall lend his licence to any other person, he shall incur a penalty not exceeding five pounds.

Producing false licence, or lending licences.

Magistrates or court, etc., may indorse convictions on licences, and court may refuse to renew such licences.

41. That if any person to whom such licence is granted, or the apprentice of any such person, shall be convicted of felony, or be summoned before the lord mayor, recorder, or any alderman of the City of London, or before any justice of the peace, or court of the company, or any two of the members thereof, before whom the hearing of such complaint is about to take place, to require the production and deposit by the person so summoned of his licence with them, and if such person shall be convicted of such offence, then to indorse on such licence the particulars of any such conviction; and return such indorsed licence either to the owner thereof, or to the court of the company, and for such court (if they shall think proper so to do) to indorse, withhold, suspend, cancel, or refuse to renew such licence.

Appendix. 28th Day, No 1— continued.

As to Registration of Craft, etc.

The names of persons keeping boats, barges, etc., for carrying goods, or letting out to be registered.

42. *The owner or owners for the time being of any lighter, barge, boat, or craft, used, or to be used, or kept for the purpose of being let out to any other person for the purpose of being used for the carrying of goods, wares, or merchandize, without passengers, from or to any place, ships, or other vessels within such limits, shall cause his or their names and places of abode to be registered in a book to be kept by the company for that purpose, and shall deliver to the clerk of the company a statutory declaration of the ownership of every lighter, barge, boat, or craft which shall be so registered, and thereupon the company shall cause to be delivered to such owner or owners a certificate of such registration, to be renewed annually, and if such owner or owners shall use or employ, or cause to be used and employed, or let out the same for the purpose of carrying goods, any such lighter, barge, boat or craft, without having first so registered his or their names and places of abode, and obtained such certificate, he or they shall forfeit and pay for every such offence the sum of five pounds: and there shall be paid to the company for the original registry of the name and abode of such owner or owners, if a freeman, the sum of ten shillings, if a non-freeman, the sum of one pound; and for the registry of any change in the place of abode of such owner or owners, whether a freeman, or the widow of a freeman, or non-freeman, the sum of five shillings, and for each annual renewal of such certificates, the respective sums hereinafter provided.*

Registry of names of lighters and barges.

43. *That the owner or owners of any such lighter, barge, boat, or craft, shall cause its name to be registered in a book to be kept by the company, and there shall be paid to the company for the original registry of any such lighter, barge, boat, or craft, and also for the registry of any change in the ownership thereof, the sum of one shilling, and the clerk shall, upon the original registry of any such craft, or upon the registry of any change of ownership in any such craft, issue a distinctive number to the owner or owners of any such craft, and such number shall be the same for all craft registered by the company in the name of such owner or owners.*

The names and numbers of owners of craft, and name of craft to be painted on their lighters, boats, etc.

Rescinded 1st November 1893.

44. *That the owner or owners for the time being of any lighter, barge or other boat, craft, or vessel, used or to be used for the carrying of goods, wares, or merchandizes, without passengers, on the river, shall cause his, her, or their registered number, name or names, and also the name or names by which any such lighter, barge, or other boat, craft, or vessel shall be called, or designed to be called, to be painted white on a black ground, in capital letters and figures, the figures not to be less than six inches long, and broad in proportion, and the letters not to be less than three inches long, and broad in proportion, such figures and letters to be painted on the bows of lighters, and on the hudds boards or sterns of barges and other large craft, and on the inside linings of lug boats and skiffs, (the names and numbers of lug boats and skiffs to be in capital letters and figures, not less than two inches long, and broad in proportion), and shall cause such respective names and numbers to be preserved and kept legible, so as to be plainly seen in the day time by persons passing on the river, and if any such lighter, barge, boat, craft, or vessel shall be worked or navigated within the limits aforesaid, without being registered, or without the owner or owners' true names and number, together with the registered name of such boat, barge, or craft being painted and kept legible, as aforesaid, the owner or owners thereof, or the person in charge of, or navigating the same, shall, for every such offence, incur a penalty not exceeding five pounds.*

Renewal of owners' certificate and fees thereon.

45. *That on the annual renewal of any certificate granted by the court to the owner or owners of any craft, there shall be paid to the company, if by a freeman, the sum of two shillings and sixpence, and if by a barge owner, not being a freeman, the sum of five shillings; and if any owner or owners shall use or employ, or cause to be used and employed, any craft on the river, without having renewed such certificate as aforesaid, he, she, or they, shall incur a penalty of five pounds, and all such renewal fees or penalties shall be paid before the renewing of such licences. That the fee of ten shillings for the original certificate of registration, and the fee of two shillings and sixpence above provided for the annual renewal thereof, shall be paid by every freeman, (or freeman of the company in co-partnership) and the sum of twenty shillings for the original certificate of registry, and the fee of five shillings above provided for the annual renewal thereof, shall be paid by any other person or persons in co-partnership, although it may be with a freeman of the company.*

Duplicates of owners' certificates, and certificates of ownership of craft and searche may be made.

46. *That should such owner or owners after having obtained such certificate, lose the same, a duplicate or copy thereof may be granted on payment of half the sum provided by the act for such original licence, but such payment shall not affect the payment of such renewal fees; and that should any such owner or owners require a certificate for Her Majesty's Board of Customs or Board of Conservators, or for any other purpose, certifying that such persons are registered as owners of craft for carrying goods, the same shall be granted by the clerk on payment of two shillings and sixpence,*

Appendix.

28th Day, No. 1—continued.

and any search as to the ownership of any craft may be made on payment of the sum of one shilling.

Hired craft may be worked and registered by owners of other craft.

47. *That it shall be lawful for any person or persons being such registered owner or owners of craft, to have and use on any craft he, she, or they may hire, of any other person, (with such person's consent) his or their own name or names and number, according to the custom of the river, provided that all such hired craft be registered by such person or persons in the books of the company as hired craft, in manner provided by the said act, and that such hiring be distinctly stated in the declaration made by such owner or owners for the time being, as hereinafter provided.*

Rescinded 1st November 1893.

Form of declaration on registration of craft.

48. *That for the purpose of registering all craft kept on the river for the conveyance of goods, wares, and merchandize, the declaration to be made by the owner or owners of any such craft for the time being under such act, shall be in the form settled and approved of by the company from time to time, and shall contain the name or names and address of the owner or owners thereof, the name of the craft, the description and tonnage thereof, and the name of the last owner, (and if hired craft, the name of the person or persons of whom the same should be so hired) and such other particulars the court may think necessary; and that such declaration may be made at the hall of the company, on payment of the sum of one shilling.*

Mortgages, etc., may be registered.

49. That in all cases of mortgages of craft registered in the books of the company, or assignments of such craft by way of security for debts or advances, or in trust for the benefit of the creditors of any registered owner or owners, where notices of such mortgages or assignments shall be given to the company in writing, the same shall be registered in books of the company on payment, by the person or persons giving such notice, of the sum of one shilling, so that any person making any search as to the ownership of such craft, may ascertain whether any charge is registered affecting the same.

Not to have two craft of the same name or use name of one barge on another, or permit other persons to use name or number.

50. *That if any owner or owners of any such craft so registered by a particular name and number, shall at the same time have or keep any other craft having the same name, or shall, when any craft registered by name is parted with or destroyed, place on any other craft the name of such parted with or destroyed craft, without registering such other craft, or shall permit any unregistered person, being the owner of craft, to use his, her, or their name or number, on such unregistered person's craft, he shall incur a penalty not exceeding five pounds.*

Rescinded 1 November 1893.

As to Navigation and Towing of Craft, Timber, etc.

Not to loosen a lighter from its proper place, or use boat, sculls, craft, etc., without owner's consent.

51. That if any person or persons shall wilfully let loose or cast off the fast of any boat, barge, lighter, or other craft, so as such boat, barge, lighter, or craft shall drive from the place to which it was made fast, every person so offending shall incur a penalty not exceeding forty shillings, nor less than ten shillings, and if any person or persons shall take or use any other person's boat, barge, steamboat, or other vessel, or their oars, headfast, pumps, tarpaulings, or other implements of trade, without leave first had and obtained of the owner thereof, or his known and authorised servant or agent, every person so offending shall incur a penalty not exceeding forty shillings, nor less than five shillings.

Barges, etc., sunk, notice to be given.

52. That if any boat, barge, lighter, steamboat, or other vessel, or craft when on the river, shall, by reason of accident or other cause happen to sink, and the person or persons then navigating or having charge of the same, or the owner or owners thereof shall not, within a reasonable time during daylight, affix some notice or signal thereof, and a light during the night, from sunset to sunrise, that may be seen by all persons on the said river, in order that they may avoid the danger; and shall not, within a reasonable time send notice thereof to the Conservators of the River Thames, at their office in Trinity Square, Tower Hill, London, or to the nearest harbour master's office, he or they shall incur a penalty for such neglect not exceeding five pounds, and shall also be liable to be sued by the owners of such injured craft for the recovery of such damage as if no penalty had been herein provided.

Lighters, etc., to have their turn.

53. That all and every person and persons navigating any boat, barge, lighter, or other vessel to or from any ship or vessel, or any place of loading or unloading, where they have a right to load or unload, shall observe their proper turn or turns, except in cases of loading or discharging ships or vessels, where the master or other person in charge of such ship or vessel shall otherwise necessarily direct, or where the nature of the case shall require (that is to say) the first boat, barge, lighter, or vessel laid on board such ship or vessel, or coming to any place of loading or unloading, shall have the preference of the boats, barges, lighters, or vessels coming after, both in loading and place of lying till loaded or unloaded, and if any person or persons shall by force, violence, or otherwise hinder or prevent him, whose turn it is to load or unload, except as aforesaid, he shall incur a penalty not exceeding forty shillings, nor less than five shillings.

Lighters in turn may exchange.

54. That if any person or persons have one or more boats, barges, lighters, or other vessels lying in turn for any ship or vessel, or for any place of loading or unloading, as aforesaid, he may either change the turn of one of such craft for another of such craft, or dispose of his said turn, or may exchange turn with any other person having any boat, barge, lighter, or other vessel on board such ship or vessel, or at such place of loading or unloading, provided that he or such other person shall not load or unload any greater or larger quantity of goods than the person whose turn it was to load or unload such craft, and if any person or persons shall obstruct or hinder the exchange of such craft, or the disposal or exchange of such turn, after the parties in charge of, or the owners of such craft have agreed to the same, he or they shall incur a penalty not exceeding twenty shillings, nor less than ten shillings.

Watermen or lightermen working unskilfully or neglecting work, or absconding.

55. That if any freeman, apprentice, or person who shall be in the employ of any other person, or shall enter into any arrangement or agreement to work for any other person as a waterman or lighterman, for any term or time whatsoever, or to navigate any boat, barge, lighter, or other vessel from any ship, wharf, or place, to any other ship, wharf, or place on the river, and shall unskilfully, negligently, or carelessly carry out any such employment, whereby loss or injury to life may arise, or injury may result to the craft so worked by him or them, or to any other craft on the river, or loss or injury to any goods, wares, or merchandises therein, or shall refuse, decline, or neglect to fulfil such engagements, or abscond from such employment without reasonable notice of such intention of leaving he shall incur a penalty of not exceeding three pounds, and shall be precluded from having and recovering any wages due to him for such employment. And that if any person or persons shall work or navigate any boat, barge, steamboat, or other craft on the river when drunk, or shall wilfully or negligently lose the tide, or shall, without the consent of his master or employer, or his foreman or agent, quit or leave such boat, barge, steamboat, or other craft, without some authorised person on board thereof capable of taking charge of the same, or without having properly moored and secured the same, or shall do or commit any wilful damage to any boat, barge, steamboat, or other vessel on the river belonging to any other person, or to their oars, pumps, tarpauling, headfast, or other implement of trade, or shall suffer or permit any other person to do or commit any such wilful damage without endeavouring to prevent the same, he shall incur a penalty not exceeding five pounds (and shall also be liable to be sued or prosecuted at law by the parties injured as if no penalty had been inflicted) and the magistrate, or court of the company, before whom such conviction shall take place may indorse on his or their licence or licences the particulars of such convictions.

Persons losing tide or leaving craft without person on board, or not properly mooring, or wilfully damaging the same.

Convictions may be endorsed on licences

Not to use vessels, etc. for illegal purposes, or cast any obnoxious matter into the river.

56. That if any person or persons shall use, permit, or suffer to be used any boat, barge, lighter, or other vessel, for any illegal purpose, or shall cast, throw, or permit to fall into, or suffer or permit any person to cast or throw into the river, or into any dock, canal, creek, or harbour, of, in, or out of the said river, as far as the tide flows therein, any rubbish, dirt, ashes, mud, soil, filth, gas refuse, or other noisome or obnoxious matter, he or they shall incur a penalty not exceeding forty shillings, and the magistrate, or court of the company, before whom such conviction shall take place, may indorse on his or their licence or licences, the particulars of such convictions.

Navigating two craft exceeding 10 tons each attached to each other.

57. That if any person rowing or navigating any boat, lighter, barge, or other craft (except steam boats) exceeding the burthen of ten tons, between Vauxhall Bridge and the entrance to the Victoria Docks, shall, at the same time navigate, or have any other boat, lighter, barge, or other craft, exceeding the burthen of ten tons, attached thereto, he or they shall incur a penalty not exceeding forty shillings; and if two or more boats, lighters, barges, or other craft, exceeding the burthen of ten tons attached to each other, shall be navigated by separate persons, then each and every such person so

navigating every such boat, lighter, barge, or other craft, exceeding the burthen of ten tons, shall incur a penalty not exceeding forty shillings.

Towing timber exceeding certain dimensions within certain limits.

58. That if any freeman, or his apprentice, or the apprentice of any widow of a freeman, or other person, shall navigate, row, or tow, between Vauxhall Bridge, and the entrance to the Victoria Docks, more timber in one or more float or floats, which shall either singly or together be more than sixty feet in length (except timber in one length), and twenty feet in width, or when navigating, rowing, or towing timber, and having the care of it while under way, shall not keep the headmost part of such timber at least ten yards distant or astern of any other timber or craft going in the same direction, or ahead, he shall incur a penalty not exceeding forty shillings.

Towing craft exceeding six in number attached to each other.

59. That if any person when in charge of, and navigating any steam boat on the river, between Vauxhall Bridge and the entrance to the Victoria Docks, shall at the same time tow more than six barges, lighters, or other craft, exceeding ten tons each, attached thereto, or if such barges, lighters, or other craft shall not be well and sufficiently attached and fastened to such steam boat, and to each other, so that the same or either of them shall go adrift, the owner thereof or the person in charge of, or navigating the same, shall incur a penalty not exceeding forty shillings.

Towing of barges.

60. That every steam boat navigated on the river within the limits of this Act, in the towing of barges, lighters, vessels, and craft, shall have one licensed waterman on board such steam boat, for the purpose of assisting in the management and navigation thereof. And if any such steam boat shall be navigated in contravention of this section, the owner thereof, or the master in charge of the same, shall incur a penalty not exceeding forty shillings, and that every barge, lighter, or craft, towed on the river by steam boat, shall have one licensed lighterman, or licensed apprentice at the least in charge thereof, to steer and navigate the same; and if the same shall be navigated in contravention of this section, the owner thereof, or the person in charge of any such craft, shall incur a penalty not exceeding forty shillings.

Craft may be shifted by boat-hooks or lines at wharfs or docks.

61. That it shall be lawful for any person or persons having a wharf adjoining the river, and keeping craft for the purpose of his or their business immediately in front of such wharf, and within low water mark, to remove or shift such craft, from one part of such wharf to another part of such wharf by means of boat hooks or lines (but not by oars), or for any person or persons being the owner of craft, when such craft are alongside of and going into or out of any dock adjoining the river, to remove or cause them to be so removed by means of boat hooks or lines (but not by oars), by any person, although not a freeman of the company, licensed as aforesaid, without being subject to any penalty contained in the said Act or bye-laws, nor shall any person so employed in removing such craft as aforesaid, be subject to any such penalty.

As to Licensing of Rowing and Sailing Boats and Vessels, etc.

Licence granted for three years only for passenger boats.

62. That no licence shall be granted by the court to any freeman or to the widow of any freeman, to use or work for hire, any boat or other vessel for carrying persons or passengers on the river for any longer period than three years. That the fee to be charged on every such licence shall be one shilling; and that on or before the expiration of the term for which any such licence shall be granted, or at any time previously thereto (upon notice from the clerk of the company for the purpose to be left with such freeman or widow of a freeman personally, or at his, her, or their last, or usual place of abode; or if such abode should not be known, then at the place of work or business), all freemen of the company and all widows of freemen shall produce to the court, or to some person appointed by them, all such licences and all such boats or other vessels for which any licence shall have been granted as aforesaid for examination; and if upon such examination, such court shall be satisfied that such boat or other vessel is still in a safe and proper state for carrying passengers upon the river, then the court shall renew such licence for such further time for such number of passengers, and in such manner as they shall think fit, and for which the fee of one shilling shall be paid; and if such court be satisfied that such boat or other vessel, is not in a safe and proper state for carrying passengers on the river, then the court shall be at liberty, and they are hereby required to cancel and revoke any such licence that shall have been so granted as aforesaid; and if any freeman or the widow of any freeman, or his or her apprentice shall use or work for hire, any such boat or other vessel for carrying persons or passengers on the river after the licence for the same shall have expired, or shall have been cancelled or revoked, or if any freeman or widow of any freeman shall neglect or refuse to produce any licence or any such boat or other vessel for examination as aforesaid within one month after notice, for such purpose from the clerk of the company as aforesaid, then and in every such case, he or she shall incur a penalty not exceeding forty shillings, nor less than five shillings.

Licence and boat to be produced upon notice given.

Licence may be renewed, or may be recalled.

Working boat after expiration of licence or when recalled.

Refusing to produce licence or boat for examination.

63. That the court shall upon the application of any freeman or widow of a freeman, having a sailing boat or vessel which shall be worked or navigated in carrying persons or passengers on the river, grant a licence for any such boat or vessel for such purpose, for such a number of persons or passengers that such court shall, on the examination and inspection of such boat or vessel and of the conveniences provided therein for passengers, considered such boat or vessel fit or proper to carry, and upon payment of five shillings for every such licence, that such licence shall not be for a longer period than three years; and all such persons shall be subject to the same rules and regulations with respect to the renewal of such licences, and working such sailing boats or vessels after the expiration of such licence, or refusing to produce such boat or vessel and licence, as is hereinbefore provided with respect to watermen's rowing boats, save and except as to the fee on the renewal thereof, which shall be five shillings, that in such licence there shall be expressed the number of persons or passengers such boat or vessel shall be permitted to take and carry as hereinbefore provided; and such licence shall contain a number for such boat or vessel, which shall be registered in a book to be kept for that purpose by the company, and the owner or owners of such boat or vessel shall cause his, her, or their names, and the registered number of such boat or vessel and the number of passengers licensed to be carried therein, to be painted and kept legible upon the companion or some other conspicuous part of such sailing boat or vessel, in plain letters and figures, two inches long, and broad in proportion, so as to be seen plainly by persons upon deck; and if such sailing boat or vessel shall be used or worked for carrying persons or passengers therein, without such licence for the same having been first obtained as aforesaid, or without such name or names and registered number of such boat, and the number of passengers licensed to be carried in such boat or vessel respectively, so painted and kept legible on the inside of such boat or vessel as aforesaid, the owner thereof, or the person having the command, or management thereof, shall for every such offence, incur a penalty not exceeding five pounds.

Court to grant licence for sailing boats, and limit the number of passengers.

Name of owner, and number of passengers to be painted and kept legible.

64. That the burthen, size, and dimensions of a skiff boat to carry six persons or passengers shall be as follows (that is to say), the extreme length over all eighteen feet six inches; the length of the keel, sixteen feet; the depth at the lowest part between the main and spray rowlocks, or at the lowest part of the boat, one foot nine inches; the extreme breadth of the main thwart at the top and within the gunwales, four feet ten inches; the breadth of the main thwart, at a rise of three inches from the keel, three feet one inch; the breadth forward, at four feet from the main thwart, and at a rise of eight inches from the keel, two feet ten inches; the breadth aft, at four feet from the main thwart at a rise of four inches and a quarter from the keel, three feet; and such skiff boat shall be of the burthen of twenty-one hundredweight.

Scale of skiff for six passengers.

65. That the burthen, size, and dimensions of a skiff boat to carry eight persons or passengers shall be as follows (that is to say), the extreme length over all, twenty feet six inches; the length of the keel, seventeen feet six inches; the depth at the lowest part, between the main and spray rowlocks, or at the lowest part of the boat, one foot nine inches; the extreme breadth at the main thwart at the top, and within the gunwales, five feet; the breadth at the main thwart, a rise of three inches from the keel, three feet one inch; the breadth forward, at four feet from the main thwart, and at a rise of eight inches from the keel, three feet one inch; the breadth aft, at four feet from the main thwart, and at a rise of four inches and a quarter from the keel,

Scale of skiff for eight passengers.

three feet one inch; and such skiff boat shall be of the burthen of one ton, and the half of a ton at the least.

Scale of wherry for six passengers.

66. That the burthen, size, and dimensions of a wherry, boat, or other vessel to carry six persons or passengers, shall be as follows (that is to say), the length of the keel, twenty feet six inches; the extreme breadth in the midships, four feet six inches; the depth in the midships, one foot six inches; the breadth of the floor at thirdlands in the midships of the state room, three feet one inch; the rise of the floor at thirdlands in the midships of the state room not to exceed two inches and three-quarters of another inch; the breadth of the floor at thirdlands at the timber on the fore side of the back board thwart two feet nine inches; the rise of the floor at thirdlands on the fore side of the back board thwart not to exceed four inches; the breadth of the floor at thirdlands at the timber on the fore side of the spray thwart, two feet three inches and the half of another inch; and the rise of the floor at thirdlands at the timber on the fore side of the spray thwart not to exceed six inches; and such wherry or other vessel shall be of the burthen of twenty-one hundredweight at the least.

Scale of square-sterned wherry for eight passengers.

67. That the burthen, size, and dimensions of a square-sterned wherry to carry eight persons or passengers, shall be as follows: the length of the keel, eighteen feet six inches; the depth in the midships, one foot nine inches; and the other dimensions the same as those required for boats to carry six passengers, and shall be of the burthen of one ton, and the half of a ton at the least.

Discretion as to licensing boats not according to scale.

68. That in the licence to be granted by the court to any freeman, or widow of a freeman, to use or work for hire any boat or other vessel where such boat or vessel shall not be of the size and dimensions before mentioned, the number of persons or passengers such boat or other vessel respectively shall be permitted to take and carry, shall be limited and expressed as nearly as can be according to the proportion, size, and dimensions such boat or other vessel shall bear to the respective scales for boats or other vessels as aforesaid; and that should the admeasurement of any boat not come up to the exact scale in all the particulars hereinbefore mentioned, the court shall and may use their discretion as to granting such licence, provided that no such licence as aforesaid shall be granted by such court for any boat or vessel to carry less than six persons or passengers.

Not to be licensed for less than six passengers.

Licences may be limited to certain districts.

69. That such court may limit the licences granted by them for boats to such districts as they may think proper, so as to prevent small boats usually worked and navigated at places up the river above Chelsea Bridge being worked and navigated at Gravesend, or other places down the river; and if any freeman or apprentice having such restricted licence shall take in any person or passenger at any place out of the limits mentioned in such licence, he shall incur a penalty not exceeding forty shillings.

As to Plying Places.

Regulations as to Plying, Turnway Societies, etc.

Plying places to be appointed by the court. Those between Chelsea Bridge and Greenwich to be marked annually,

70. That the court shall at their meeting to be holden next after the twenty-fourth day of June in each succeeding year, or within ten days thereafter, as provided by such act, set forth and appoint the several and respective plying places of watermen, at and adjoining the River Thames, and shall at the same court nominate and appoint two of the members of such court in rotation to attend and mark the several plying places in each of the following districts (that is to say), two of such members to mark the same between Chelsea Bridge and London Bridge on the north side of the river; and two of such members to mark the same between Chelsea Bridge and London Bridge on the south side of the river; two of such members to mark the same between London Bridge and Blackwall on the north side of the river, and two of such members to mark the same between London Bridge and Greenwich on the south side of the river; with the usual and accustomed marks, within one calendar month then next following: and such members so appointed, who shall fulfil such duties, shall be allowed the sum of ten shillings each for their refreshment, and if any or either of the members nominated and appointed to perform such duties shall neglect the same without reasonable cause, to be allowed by the following court, he or they shall incur a penalty of not less than ten shillings, and not exceeding twenty shillings, and at the ensuing court two other members of such court shall be nominated and appointed in the like manner, subject to the same provisions and penalties for the performance or non-performance of such duties, and the court shall also at the courts above-mentioned, alternately nominate and appoint five of the members thereof, to set forth and mark with the usual and accustomed marks the stairs and plying places between Chelsea Bridge aforesaid and Teddington Lock, in the county of Surrey, on both sides of the river, and the stairs and plying places between Greenwich and Blackwall aforesaid, and Lower Hope Point, near Gravesend, in the county of Kent, on both sides of the river. To the intent that the plying places between Chelsea Bridge and Teddington Lock, may be set forth and marked in the month of July, once in every two years, and that the plying places between Greenwich and Blackwall and Lower Hope Point, Gravesend, may be set forth and marked in the month of July, once in every two years, and such members, so appointed, who shall fulfil such duties shall be allowed a reasonable sum for their expenses and refreshment, and if such five members so nominated and appointed, or any of them, shall neglect such duty as aforesaid, he or they shall forfeit and pay a sum not less than ten shillings, and not exceeding forty shillings for every such offence, and at the ensuing quarterly court, other members of the court shall be nominated and appointed in like manner to perform such duties, subject to the same provisions and penalties for the performance or non-performance of such duties.

and between Chelsea and Teddington Lock and between Greenwich and Lower Hope Point, Gravesend, marked alternate years.

Defacing marks, or obstructing plying places, or passengers, etc., passing.

71. That if any freeman, or the apprentice of any freeman, or of the widow of a freeman, or any other person, shall alter, deface, or obliterate any of the accustomed marks so made and renewed by the members of the court as last aforesaid (being marks for the regulation of watermen plying at such appointed public stairs, causeways, or plying places) or shall, by improperly placing any boat, vessel, or craft, or cart, truck, box, goods, rubbish, or other material, or thing, within the limits of such marks, so as to prevent the due and orderly passing of persons to and from the public stairs, causeways, or plying places adjoining the said river, or if any person whatever, not being entitled by law to be and remain within the limits of such marks, shall loiter, stand, and remain within such limits, so as to obstruct the passing of any person to and from such stairs, causeways, or plying places, or shall cause any annoyance to any person in so passing, or shall curse or swear or use any scurrilous or indecent language within such limits, he shall incur a penalty of a sum not exceeding forty shillings.

Stairs, plying places, and causeways to be kept clean

72. That every freeman, or his apprentice, or the apprentice of any widow of a freeman, shall at all times have and keep the stairs, or plying place and causeway at which he or they shall ply, or most usually ply at, clean and free from mud and filth, so that all persons taking water or landing there, may go to or from the boats without any inconvenience, on pain that each and every of them so being or plying at such stairs, upon neglect thereof, shall incur a penalty not exceeding ten shillings; and in case the roads-end man, or last waterman or apprentice who comes to any such stairs or plying place, shall neglect or refuse to clean (if necessary) such stairs, plying place, or causeway, or if any freeman or his apprentice, or the apprentice of any widow of a freeman, shall leave his boat aground, or wash his boat on such causeway, or on the causeway of any stairs or plying place, or place and permit any goods, baggage, or other things to remain thereon for a longer time than absolutely necessary, during the usual hours of plying, each of them so offending shall, for such offence, incur a penalty not exceeding twenty shillings, nor less than five shillings.

Boats to be kept clean.

73. That if any freeman, his apprentice, or the apprentice of any widow of a freeman, shall ply a fare, not having his boat clean, decent, and well conditioned, for the reception and carrying of passengers, or being at any stairs or plying place, shall wilfully neglect to have his boat clean, decent, and well conditioned, for the carrying and reception of passengers, every person so offending, shall incur a penalty not exceeding twenty shillings, nor less than five.

Turnway.

74. That every freeman and apprentice plying at any stairs or plying place shall keep way (that is to say) the person who comes first to such stairs or plying place shall have the preference, and so on in the order of succession in which he or they shall respectively come to ply at such stairs or plying place, except as

hereinafter mentioned (that is to say) it shall be lawful for the freemen and apprentices as aforesaid, plying at such stairs or plying places, to form themselves into a turnway society, as they have been heretofore accustomed to do, and to choose for such stairs or plying places one or more stewards, being freemen; and that at all such stairs or plying places where turnway societies shall be established, it shall be lawful for the freemen and apprentices being members thereof, on payment of the sum hereinafter mentioned, or for others having right to ply turnway at such stairs or plying places, under the proviso hereinafter mentioned, to keep a morning turn (that is to say) all such freemen and apprentices being duly licensed as hereinbefore provided, and having at such stairs or plying place a safe and proper licensed passenger boat, being members of such turnway society, or having such right to ply turnway, who shall come to such stairs or plying places before seven o'clock in the morning, on and between Lady-day and Michaelmas-day, and before eight of the clock in the morning, between Michaelmas-day and Lady-day, shall in the order of succession in which they shall respectively come to ply at such stairs or plying places before such hours respectively, have preference before all other freemen and apprentices; provided always, that all freemen and apprentices as aforesaid (although not members of such turnaway society) shall be entitled to ply turnway so long as he or they shall be duly licensed as hereinbefore provided, and shall have at such stairs or plying place a safe and proper licensed passenger boat, and shall comply with the regulations of the stair or plying place, and shall pay in advance, or tender in payment to the steward or stewards of such stairs or plying place, one penny per week for turnway and stowage, which sum of money shall be applied by such stewards under the direction of such society, in repairing such stairs if necessary, and in finding the necessary implements and moorings thereto, and keeping them in proper repair; and in carrying out by them the provisions of the Act and bye-laws, so far as they may be applicable to the good government and regulation of the watermen and apprentices plying at such respective stairs, and of the licensing of them and their boats. Provided nevertheless, that such turnway societies may permit any other person to make use of their moorings for their boats, on payment of the sum of one penny per week as aforesaid, such sum to be applied by such stewards in the manner hereinbefore provided.

Turnway societies may be formed and stewards chosen.

All freemen entitled to turnway and stowage by payment.

Money collected to be applied in repairing moorings, and regulating watermen plying.

75. That it shall be lawful for the members of every turnway society now formed, or which may be hereafter formed, to make such rules and regulations as may be thought proper for carrying out the provisions of the said Act and these bye-laws, that a copy of all such rules and regulations, together with a list of the members of such society, shall be delivered to the court whenever required by them, and if the stewards to be appointed as aforesaid on receiving a request from the clerk of the company for a copy of such rules, or list of such members, shall not within fourteen days thereafter deliver the same to such court, or to any person appointed by them he or they shall incur a penalty not exceeding twenty shillings.

Turnway societies may make rules and regulations. Copies to be sent to the court.

76. That if any freeman, or his apprentice, or the apprentice of any widow of a freeman, shall ply any fare about to take water, with any other freeman or apprentice whose proper turn it is for such stairs, plying place, steam boat, or other vessel, except such fare shall ask for, or shall express his, her, or their wish to employ such first mentioned freeman or apprentice, then every such person so offending shall incur a penalty not exceeding forty shillings.

Taking fare from first sculler.

77. That if any freeman, or his apprentice, or the apprentice of any widow of a freeman, shall ply any fare for the purpose of carrying such fare, before such fare shall have arrived at the public place of being plied, or shall ply without the limits of the plying place, from time to time set forth and appointed by the court, or shall follow any fare when about taking water, beyond the plying mark set forth and appointed by such court to restrain the plying for any fare at any such plying place, every such person so offending shall incur a penalty not exceeding twenty shillings, nor less than five shillings.

Not to ply beyond marks or out of bounds

78. That if any freeman, or his apprentice, or the apprentice of any widow of a freeman, shall ply for, take or carry any fare, at or from any place not set forth, appointed, and marked by the court (except such fare shall call such freeman or apprentice when passing up and down the river) he shall incur a penalty not exceeding twenty shillings, nor less than five shillings.

Plying for and taking fares at other than marked plying places.

79. That no freeman, or his apprentice, or the apprentice of any widow of a freeman, shall be compellable to carry any fare, passenger or passengers eastward of London Bridge, below Crawley's Wharf, Greenwich, nor westward of London Bridge, above the next stairs westward beyond Chelsea Hospital, after six o'clock in the afternoon, from Michaelmas-day to Lady-day, or after nine o'clock in the evening, from Lady-day to Michaelmas-day, anything herein contained to the contrary notwithstanding.

Limitation of time for carrying fares beyond certain places.

80. That if any freeman, or his apprentice, or the apprentice of any widow of a freeman, shall place his boat at any stairs or causeway, and let such boat or vessel remain or continue in that situation while he wilfully absents himself from the plying place belonging thereto, or if he shall not be ready to take a fare or passenger into his boat so placed as aforesaid in turn or as required, he shall for every offence, incur a penalty not exceeding twenty shillings, nor less than five shillings.

Boats not to be at stairs or causeway, if watermen absent from plying place.

81. That if any freeman, or his apprentice, or the apprentice of any widow of a freeman, having already a fare, shall take another fare at the same time, or shall navigate his boat out of its due course for the purpose of taking up any person or passenger by the way, he shall incur a penalty not exceeding forty shillings, nor less than five shillings.

Not to take more than one fare at the same time, or go out of course.

82. That if any freeman, or his apprentice, or the apprentice of any widow of a freeman, or other person, shall wilfully refuse or decline to give to any officer of the company, or to any person landing or having landed, or about to take water, either his own name or the name of any other freeman or apprentice, or other person standing or being at or near any stairs or plying place, upon request, or shall wilfully give any false or fictitious name, or shall refuse or decline to give as aforesaid, upon request, the number of his boat or vessel, or his own name and number, or the name of the person whose turn it is to be first oars, or first sculler, at any stairs, causeway, or plying place, he shall, for every such offence, incur a penalty not exceeding forty shillings.

Information to be given as to who is first sculler, name of waterman, etc., when required by passengers, etc.

83. That if any freeman, or his apprentice, or the apprentice of any widow of a freeman, shall ply any fare or passenger, or be and continue in any plying place for the purpose of obtaining any fare or passenger, except he be licensed as required by such act, and has a safe and proper licensed passenger boat, at the stairs or plying place where he shall so ply, in a convenient situation to receive such fare or passenger, without hindrance or delay, he shall incur a penalty not exceeding twenty shillings, nor less than five shillings.

Not to ply unless licensed and having a licensed boat at stairs.

84. That if any freeman, or his apprentice or the apprentice of any widow of a freeman, shall be engaged in waiting for his fare or passengers, his boat shall be kept or placed at a convenient distance from the stairs or causeway where he is so waiting, and shall not be brought to the stairs or causeway until his fare or passengers are ready to get into his boat, and if any freeman, or his apprentice, or the apprentice of any widow of a freeman, so engaged in waiting as aforesaid, shall bring or place, and unnecessarily continue his boat to and at the stairs or causeway before his fare or passengers are ready to get into the same, or shall himself be in the plying place belonging to such stairs or causeway, he shall incur a penalty not exceeding twenty shillings, nor less than five shillings.

Waterman engaged not to bring his boat to the stairs, nor be himself in the plying place.

85. That every freeman, or the widow of a freeman, using and working any boat or other vessel for carrying persons or passengers on the river, shall have a back board to the same of not less than ten inches in depth, and shall also have his or her name or names and usual plying place painted at full length, in large capital letters, not less than two inches in length, and broad in proportion, and kept legible upon the linings on each side of such boat or other vessel, just abaft the back board, and shall have the registered number of such boat or other vessel painted in plain figures not less than two inches in length, and kept legible on both sides of such boat or other vessel just abaft the wherrit stopper, and the number of persons or passengers licensed to be carried in such boat or other vessel, together with the words—licensed to carry (here insert

The name and number to be painted on boats or vessels carrying passengers.

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the number) persons—painted two inches in length, and broad in proportion, the number of such persons licensed to be carried in such boat to be painted between the word "carry" and the word "persons," and kept legible on the front of the back board, at least six inches above the sitting board of such boat or other vessel, and if any freeman, or widow of any freeman, shall omit to have a back board as aforesaid, to such boat or other vessel, or to have his or her name or names, or usual plying place, or registered number or numbers of persons licensed to be carried in such boat or other vessel, in the respective places, and in manner and legible as aforesaid, or shall use any such boat or other vessel without his own true name, or the number of such boat or other vessel being painted or legible thereon as aforesaid, or shall wilfully conceal, obliterate, or alter any of the words, letters or figures, or numbers, which have been painted on any such boat or other vessel on such back board, he shall incur a penalty not exceeding five pounds.

Back board to boat, and number of persons licensed to be carried to be painted thereon.

Working boat, etc. without true name or number.

Apprentice working boat without true name or number of his master, etc.

86. That if any apprentice of a freeman, or of the widow of a freeman, shall use or work for hire any boat or other vessel for carrying persons or passengers on the river, without a licence having been previously obtained by his master or mistress for the same, and without such back board as aforesaid, and the true name of his master or mistress and the usual plying place, or the number of such boat or other vessel, or the number of such passengers such boat is licensed to carry being painted thereon and kept legible as aforesaid, he shall incur a penalty not exceeding five pounds.

Not to use the licensed letter or number of one boat on another, or false number.

87. That if any freeman, or his apprentice, or the apprentice of any widow of a freeman, shall use on any boat or vessel for carrying passengers on the river, the number or numbers and letter contained in any licence granted by the court to be used on and for any other boat or vessel, or shall use on any boat or vessel ordinarily used for carrying persons or passengers on the river any false or fictitious number, he shall incur a penalty not exceeding forty shillings.

Not to hinder other boats, etc. passing to or from the stairs.

88. That if any freeman, or his apprentice, or the apprentice of any widow of a freeman, or other person, shall lay, or cause to be laid, any boat or vessel at his staff, unless clear of the roads end, or any boat, barge, lighter, or craft, before any of the public stairs, or any plying place, or causeway, so as to obstruct, hinder, or prevent the due and orderly passing of any boat, barge, lighter, or craft, unto or from any of the public stairs, or plying places, or causeways, and shall not lie clear of the stairs, plying place, or causeway, such person so offending, or in case the offender cannot be found or unknown, the owner of such boat, barge, lighter, or craft shall, for every such offence, incur a penalty not exceeding twenty shillings, nor less than five shillings.

Not to obstruct any other waterman or passenger in getting in or out of boat, etc.

89. That if any freeman, or his apprentice, or the apprentice of any widow of a freeman, or other person, shall by improperly placing any boat, craft, or vessel, or by any other means obstruct any other freeman, or his apprentice, or the apprentice of any widow of a freeman, in taking in or landing any persons or passengers at any public stairs, or plying place, or steam boat, or vessel, or shall obstruct such persons or passengers in getting into or out of any boat or vessel, he shall incur a penalty not exceeding twenty shillings, nor less than five shillings.

When rowing with the tide to give notice to others crossing the stream, etc.

90. That if any freeman, or his apprentice, or the apprentice of any widow of a freeman, or other person, rowing or navigating any boat, barge, or vessel with the tide or stream, shall neglect to give notice or warning (which he is required to give) at a reasonable distance to all persons rowing across or against the stream or tide, every person so neglecting to give such notice or warning, shall incur a penalty not exceeding forty shillings, nor less than five shillings.

Not to tow a boat when carrying passengers without their consent

91. That if any freeman, or his apprentice, or the apprentice of any widow of a freeman, having in his boat or vessel any persons or passengers, shall presume to fasten, or permit or suffer to be fastened to his boat or vessel any other boat or vessel, or tow the same without the consent of each of such persons or passengers, or shall fasten, or permit or suffer his boat or vessel to be fastened to any other boat or vessel in order to be towed, without the consent of each of the persons or passengers in the boat or vessel to which the same shall be fastened, he shall incur a penalty not exceeding forty shillings, nor less than five.

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Not to exact the whole fare after agreeing to take less.

92. That if any freeman, or his apprentice, or the widow of any freeman, or her apprentice, or any person on his or her behalf, with his or her knowledge and consent shall agree beforehand with any person or persons to take for the conveying of any fare or passenger any lesser sum than the rate by law allowed, and such freeman, or widow, or his or her apprentice shall afterwards demand or exact more than the sum so agreed for, he, she, or they shall incur a penalty not exceeding forty shillings, nor less than five shillings.

Not to lay hands on passengers' luggage without consent. Row when drunk or suffer passengers when drunk to row, etc.

93. That if any freeman, or his apprentice, or the apprentice of any widow of a freeman, or other person, shall lay his hands on any coach, or bridle of any horse, or on any fare, or passenger, or on their luggage, without the consent or authority of such fare or passenger, or shall illtreat, or wrongfully detain any fare, or otherwise misbehave himself towards such fare, or shall interrupt any other freeman having the promise of a fare or passenger, or shall disquiet such fare or passenger, or shall offer to take such fare or passenger for less than the usual price from time to time set forth and appointed as the law directs, or shall ply for hire or row, or navigate any boat, barge, steam boat, or vessel when drunk, or shall suffer any person or passenger when drunk to row, or shall be or remain within the limits of any plying place when drunk, he shall incur a penalty not exceeding forty shillings, nor less than five shillings.

As to Passengers from Steam Vessels, etc.

Regulations for taking passengers from steam vessels.

94. That it shall be lawful for any person or passengers on board any steam boat or vessel, to hire or employ any waterman he or they may prefer or think fit to convey him or them from such steam boat or vessel, but that all freemen and apprentices about taking any persons or passengers from such steam boat or vessel whether hired and employed as herein provided or otherwise, shall observe and take their regular turn in receiving or taking persons or passengers from such steamboats or vessels, and that no more than two boats or vessels shall be placed or lay aboard any such steamer boat or vessel at one and the same time, and that only in turn, and that the turn between London Bridge and the eastern extremity of Limehouse Reach be reckoned and taken at and from the nearest tier or place below the usual mooring place or places of such steam boat or vessel on the flood tide, and at or from the nearest stairs or place or places above the usual mooring place or places of such steam boats or vessel on the ebb tide, and that the turn at Gravesend be taken at and from the town quay there, and all other places between Limehouse Reach and Gravesend, at and from the nearest stairs, or place below the place where any such steam boat shall happen to lie or be upon the flood tide, at and from the nearest stairs or place above the place where any such steamboat shall happen to lie upon the ebb tide, and in order more effectually to avoid danger to the lives of Her Majesty's subjects, every freeman or his apprentice, and the apprentice of every widow of a freeman, previous to his taking turn as aforesaid alongside of such steam boat or other vessel, shall lie with his boat or vessel upon his oars, at least one boat's length distant from any other boat or vessel as shall or may happen to be then lying alongside of such steam boat or vessel for the purpose of taking in passengers, and shall not approach with his boat or vessel nearer thereto than the aforesaid distance, until after the boat or vessel so taking in passengers as last aforesaid from such steam boat or vessel, shall have quitted or left the side of such steam boat or vessel, and shall have proceeded at least two boats lengths distance therefrom, and every person offending in any of the cases aforesaid, shall incur a penalty not exceeding five pounds.

The like at Gravesend.

Watermen engaged to take regular turn.

Not to approach too near vessel; to lie on oars.

To lay broadside of boats to the stairs, etc., for passengers to get in and out.

95. That if any freeman, or his apprentice, or the apprentice of any widow of a freeman, who shall convey any persons or passengers, shall not lay his boat or vessel broadside towards or alongside of the causeway or stairs, or of the steam boat or other vessel, to or from which such passenger or passengers shall take water or land, or be going on board, or carrying from on board of such steam boat or other vessel, so as such passenger or passengers may get into or out of the same boat or vessel either on or from the causeway or stairs, or into or out of such steam boat or other vessel at the midships of the said boat or vessel, or shall neglect or

refuse to come with his boat or vessel when plied or hailed for that purpose, to convey any persons or passengers to or from any steam boat or other vessel (except on a Sunday), unless the same be rendered impracticable by stress of weather, or other unavoidable necessity, he shall incur a penalty not exceeding five pounds.

Neglecting to come when hailed.

96. That if any freeman, or the apprentice of any freeman, or of the widow of a freeman, or other person licensed or empowered to work on the river, shall go on board, or attempt to go on board, or take any spirituous liquors on board of any ship or vessel against or without the consent of the owner, captain, master, or other person for the time being having the command of such ship or vessel, or shall not depart with his boat or craft from such ship or vessel immediately upon being required so to do by such owner, captain, master, or other person as aforesaid, or shall use any abusive or threatening language to or against any such owner, captain, master, or other person as aforesaid, he shall incur a penalty not exceeding forty shillings.

Not to go on board ship without the consent of the owner, master, etc.

97. That if any freeman, or his apprentice, or the apprentice of any widow of a freeman, or other person (not being one of the crew of such ship or vessel) shall go on board of any such ship or vessel, when navigated on the river, until such vessel shall have anchored or arrived at its moorings, unless he shall be plied or hailed by any passenger therein, for the purpose of being conveyed therefrom, or shall, when taking turn for or plying for a fare from any such ship or vessel, go on board thereof for the purpose of making or obtaining a fare or passenger therefrom without being called by any such fare or passenger therein, and then only in turn, for the purpose of removing any such passenger's luggage therefrom, he shall incur a penalty not exceeding forty shillings, nor less than five shillings.

Not to go on board ship before anchored or moored, unless hailed, or go on board to make a fare.

As to Navigation of Steam Vessels, etc.

98. That if any person shall act as master, or in the command of, or assist in the management of any steam, or sailing boat, or vessel, whose voyage shall commence and terminate within the limits aforesaid, until licensed by the court as required by the said act, he shall for every such offence incur a penalty not exceeding five pounds; and if at any time, it shall appear upon any conviction by a magistrate or court of the company that loss of life, or any damage or injury to the person or property of any person or persons on the river, has been occasioned by reason of the negligence, unskilfulness, or misbehaviour of any person so licensed, as aforesaid, the magistrate or court before whom such conviction shall take place, may endorse on his or their license the particulars of any such conviction.

Unlicensed persons acting as master, or navigating vessels.

On loss of life or damage to craft, etc., through negligence, licence to be endorsed.

99. That if the master or other person having the command or management of any steam boat or vessel navigated as last aforesaid, shall not (when practicable) remain, continue, and be on one of the paddle boxes, or on the bridge of such steam boat or vessel, or shall permit or suffer any other person except the crew of such steam boat or vessel, to be and remain on such paddle boxes, or on the deck cabins thereto adjoining, or on the bridge of such steam boat or vessel, or shall permit or suffer any other person except the crew of such steam boat or vessel, to be and remain on such paddle boxes, or on the deck cabins thereto adjoining, or bridge of such steam boat or vessel, or shall not cause and procure a proper look-out to be kept from the bow of such steam boat or vessel, he shall incur a penalty not exceeding five pounds; and any passenger or other person who shall be and remain upon the bridge, or the paddle boxes, or on the deck cabin of any such steam boat or vessel, after having been warned by the master or other person having the command or management thereof to remove therefrom, shall incur a penalty not exceeding forty shillings.

Master to be on bridge or paddle-box whilst under way, and not to permit other persons to be there, and cause a proper look-out from the bow.

Passengers remaining on paddle-box after being warned off.

100. That if any master or other person having the command or management of any steam boat or vessel navigated as aforesaid, shall take on board or put out any passengers or other persons whilst the engine of such steam boat or vessel is in motion, or shall cause such engine to be again put in motion, until the boat or vessel bringing or taking away such passengers or other persons to or from such steam boat or vessel shall be sufficiently clear of such steam boat or vessel, he shall incur a penalty not exceeding five pounds.

Engines not to be in motion whilst taking in or putting out passengers.

101. That every steam and other vessel shall at all times be navigated in a careful and proper manner, as well with regard to the safety of such vessel as of other boats, barges, and vessels navigated or being upon the river, and that if the master or other person having the command or management thereof shall navigate such vessel at a furious or dangerous rate of speed, or in a wilful, careless, or negligent manner, such master or other person shall incur a penalty not exceeding five pounds, and in case any barge or vessel shall be in danger of sinking, or should any vessel be employed in raising sunken craft, the master or other person having the command of any steam boat or vessel navigated on the river shall, when approaching or leaving the same, or on being hailed or warned so to do, reduce the rate of speed thereof so as to prevent danger to or interference with such proceedings, or in default thereof shall incur a penalty not exceeding five pounds.

Navigating recklessly and without regard to safety of other craft.

102. That all steam boats or vessels shall be under way and proceed on their respective passages within the space of fifteen minutes after the hour or time advertised or announced, or usual time for their departure, and if the master or other person having the command or management thereof shall not proceed on his or their respective passages within fifteen minutes after such hour or time as aforesaid, he shall incur a penalty not exceeding five pounds.

Steam vessels to proceed on their voyages within fifteen minutes after the time prefixed.

As to Boats for Letting Out, Bumboats, etc.

103. *That the licences to all persons keeping boats and vessels for letting out for hire or gain on the river, and the registration of all such boats and vessels shall not be granted or continue for a longer period than three years, and that after such licence and registration as herein and in the said acts, provided all such persons keeping such boats as aforesaid shall be subject to the same rules and regulations with respect to the renewing of such licences, and re-registration of such boats, and the letting out of or working such boats after the expiration of such licence, or registration, or refusing to produce such boats and licenses as is hereinbefore provided with respect to watermen's rowing and sailing boat, save and except as to the fee on the renewal of such licence and registration, which shall be two shillings and sixpence.*

Persons keeping boats to let out, to be licensed and registered for three years only, subject to renewal in the same manner as passenger boats.

Rescinded 1st Nov. 1893.

104. That the court shall, upon the request in writing addressed to the clerk of, and left at the hall of the company, of every person who shall keep or use on the river within such limits, any boat or vessel for the purpose of selling to the seamen or other persons employed on or about the river, liquors or slops, or buying and selling other articles in like manner, cause the name and place of abode of such person to be duly registered in a book kept for that purpose, to whom such person shall pay for the use of the company two shillings and sixpence for each boat or vessel so registered, and shall also cause a number for such boat or vessel to be forthwith delivered to such person, and such number, together with the name of such person, and the name of such boat shall be painted and kept legible on such bumboat, in manner hereinafter provided; and if any such person shall neglect to cause such bumboat to be registered, or such number, together with his name and the name of the boat to be painted and preserved legible, he shall, for every such offence, forfeit and pay any sum of money not exceeding forty shillings. That the registration of all such boats and vessels shall not be granted or continue for a longer period than three years, and that after such registration, all such persons keeping such bumboats as aforesaid, shall be subject to the same rules and regulations with respect to the renewing of the registration of such bumboats after the expiration of such registration, or refusing to produce such boats and certificates of registration as is hereinbefore provided with respect to watermen's rowing and sailing boats, save and except as to the fee on the renewal of such registration, which shall be two shillings and sixpence.

Bumboats to be registered for three years only, and numbered.

105. *That if any person keeping such boats for letting out, or bumboats, shall use on any boat or vessel the number or name contained in any certificate granted by the court to be used on and for any other boat or vessel, or shall have at the same time two boats or vessels of the same name, or use on any such boat or vessel any false or fictitious name or number, he shall incur a penalty not exceeding forty shillings.*

The name and number of one boat not to be put on another or any false number, etc.

106. *That every such person shall have his, her, or their name and place of abode, together with the name of the boat and number thereof painted thereon as follows (that is to say), on skiffs, i[illegible] number shall be painted inside the stern, and the name and place of abode on the linings inside the quarters; on wherries, funnies, and other small boats, the*

Rescinded 1st Nov. 1893.

The owners' names and place of abode, and

name and number of the boat to be kept legible thereon.

number shall be painted on both sides abaft the main rowlocks, and the name and place of abode on the linings inside the quarters; and on shallops and other boats, the number, name, and place of abode shall be painted on the quarters outside, and such numbers shall be painted in capital figures, to be not less than two inches long and broad in proportion, and the name or names and place of abode shall be painted in full length, in large capital letters, not less than two inches long and broad in proportion; and such names and place of abode of the owner, and name and number of the boat shall be preserved and kept legible, so as to be plainly seen in the daytime by persons passing on the river, and if any such person or persons shall neglect to cause such respective boats to be painted as aforesaid, and the figures and letters to be preserved legible, he, she, or they shall incur a penalty not exceeding forty shillings.

Rescinded 1st Nov. 1893.

As to Sunday Ferries and Relief of the Poor.

Watermen licensed to work Sunday ferries to carry a flag for distinction.

107. That every freeman appointed by the court to ply and work on a Sunday shall have a small red flag, to be approved of by the court, in his boat, in order to distinguish his boat to be the boat licensed for carrying passengers for the time being at the respective Sunday ferries, and every such freeman who shall neglect or omit to have such flag as aforesaid, shall incur a penalty not exceeding twenty shillings.

Plying for and taking fares at other than marked plying places, to injure Sunday ferry.

108. That if any freeman, or his apprentice, or the apprentice of any widow of a freeman, or other person, shall, on a Sunday, ply for, take, or carry any fare or passenger across the river, or to any ship or vessel at or from any place not set forth and marked by the court as aforesaid, he shall forfeit and pay for every such offence any sum of money not exceeding forty shillings.

Not paying over proceeds for the poor, etc.

109. That if any freeman or other person who shall take such plying or working on Sundays to farm, shall make default in paying over to the court the respective amounts agreed to be paid to such court for such plying, within one month after the time fixed for payment of the same, or within one month after any other time that may be fixed and appointed by such court for payment thereof, and of which appointed time notice thereof shall have been given to such person in writing, he shall for each such default or short payment, incur a penalty not exceeding forty shillings.

Poor's money, how applied.

110. That the proceeds of the Sunday ferries, together with the annual dividends accruing on any sums of money which have or may be received or transferred to the company as compensation for loss of ferries at various times and invested in the Government funds, shall be applied to the relief of the poor, by means of annual pensions to be paid quarterly on the first day of February, the first day of May, the first day of August, and the first day of November in each year, unless the same shall fall on a Sunday, and then on the following day, to such poor persons as shall be selected and appointed by the court to receive the same; and that the interest of all sums of money received by the company for loss of Sunday ferries, and invested or belonging to such fund, together with any voluntary donations or other monies put into the poors' box as aforesaid, shall be applied in the same manner, provided that the court may pay to the inmates of the Watermen's and Lightermen's Asylum as indoor pensioners out of such annual income, such a sum for or towards their maintenance as they may think proper.

Inmates of the Asylum.

Trusts of money in the name of the company for poor watermen of Westminster.

111. That the annual dividends accruing on any sums of money which have or may be received by the court on behalf of the poor watermen of Saint Margaret and Saint John, Westminster, and invested by such court, shall be paid to the stewards appointed by such poor watermen whose receipts shall be sufficient discharges to the company for payment thereof, and thereupon such dividends shall be applied by such stewards to the relief of such poor, in the same manner as is by the Act provided with respect to the proceeds of the Sunday ferry, and any two justices of the peace of the said parishes shall have the same powers of calling upon the watermen so working, or the stewards, to account for the disposal of the same, or to cause the same to be applied and disposed of as aforesaid, as they have under such Act with respect to the proceeds of the said ferry, and that the accounts of the application of all such monies shall be annually prepared by the stewards, and a copy thereof forwarded to the court of the company.

As to Courts for Hearing and Determining Complaints, Enforcing Laws, etc.

Courts for hearing and adjudicating on complaints.

112. That at the court, to be holden next after the twenty-fourth day of June in every year, five of the members of such court not being the master or wardens, preference being given to such of them (if any) as shall have served the office of master shall be appointed, who, together with the master and wardens for the time being and such other of the assistants as shall think proper from time to time to attend, shall be a court for the hearing and adjudicating on all summonses granted by the members of the court as aforesaid, on the complaints made by freemen, or apprentices, or widows of freemen as aforesaid against other freemen, widows, or apprentices, and such court shall meet from time to time during the year for which they shall be appointed, when they or the court shall think proper, but no business shall be transacted at any such meeting unless two members of the court be present, and the same person shall preside, and all questions shall be determined at such court in the same manner as is by the Act provided with respect to the meetings of the court of master, wardens, and assistants of the company.

Penalty on person summoned and not appearing.

113. That if any person summoned by such court as last aforesaid, or any two or more of the members thereof, shall refuse or neglect to appear and answer such complaint on the day, and at the hour and place named in such summons, without assigning a reasonable cause for such refusal or neglect to be allowed by such court, or any two or more of them, he or she shall, for every such refusal or neglect, incur a penalty not exceeding forty shillings, nor less than five shillings, and be again summoned for such offence.

Limits, how proved.

114. That if in any proceedings under the Act or bye-laws any question shall arise whether any boat, barge, steamboat, or other vessel is or not navigated within the limits of such Act, or whether any freeman, or apprentice, or any other person or persons is working and navigating any such boat, barge, steamboat, or other vessel, within such limits, such boat, barge, steamboat, or other vessel, or such freeman, or apprentice, or other person shall be taken and considered to be within such limits and subject to such jurisdiction, unless proof thereof to the contrary be adduced.

Master to produce apprentices, etc., before magistrate to make satisfaction.

115. That in case the owner or owners of any boat, lighter, barge, vessel, or craft shall not produce or cause to be produced his, her, or their apprentice or other person to any magistrate, or court of the company, or any two of the members thereof, before whom such apprentice or person shall be charged with any offence during the time of navigating such boat, lighter, barge, vessel, or craft, against such Act or any bye-laws which shall be in force, at the time to be appointed for hearing and determining as to such offence, such owner or owners being required so to do by notice in writing given or left at his, her, or their last or usual place of abode, or if such abode should not be known, then at the place of work or business, then and in every such case such owner or owners of every such boat, lighter, barge, vessel, or craft shall be liable to answer and shall pay the penalty incurred by such apprentice or other person, and if such apprentice or other person as aforesaid shall be afterwards found and shall not make satisfaction forthwith to such owner or owners for what he, she, or they shall have paid for such apprentice or other person as aforesaid, he shall incur a penalty not exceeding forty shillings.

TABLE of rates or fares, limited and fixed by the Court of Master, Wardens and Assistants of the Company of Watermen and Lightermen of the River Thames, that every waterman is entitled to be paid for his labour, in conveying any person or persons in a passenger boat from place to place, or to or from steamers or other vessels on the river within the limits of the said Act.

A TABLE OF RATES FOR WATERMEN,

From London Bridge, westward, as far as Chelsea Bridge.

Oars, sixpence. Sculler, threepence.

From London Bridge, above the said bridge, to Southwark Bridge.

From Southwark Bridge to Blackfriars Bridge.

From Blackfriars Bridge to Waterloo Bridge.

From Waterloo Bridge to Westminster Bridge.

From Westminster Bridge to Lambeth Stairs or the Horse Ferry.

From Lambeth Stairs or the Horse Ferry to Vauxhall Bridge.

From Vauxhall Bridge to Nine Elms or opposite.

From Nine Elms or opposite to Battersea New Bridge.
From Battersea New Bridge to Swan Stairs, Chelsea, or opposite.
From Swan Stairs, Chelsea, or opposite, to Chelsea Bridge.

Oars, one shillings. Sculler, sixpence.

From London Bridge, above the said bridge, to Blackfriars Bridge.
From Southwark Bridge to Waterloo Bridge.
From Blackfrairs Bridge to Westminster Bridge.
From Waterloo Bridge to Lambeth Stairs or the Horse Ferry.
From Westminster Bridge to Vauxhall Bridge.
From Lambeth Stairs or the Horse Ferry to Nine Elms, or opposite.
From Vauxhall Bridge to Battersea New Bridge.
From Nine Elms or opposite to Swan Stairs, Chelsea, or opposite.
From Battersea New Bridge to Chelsea Bridge.

Oars, one shilling and sixpence. Sculler, ninepence.

From London Bridge, above the said bridge, to Waterloo Bridge.
From Southwark Bridge to Westminster Bridge.
From Blackfriars Bridge to Lambeth Stairs or the Horse Ferry.
From Waterloo Bridge to Vauxhall Bridge.
From Westminster Bridge to Nine Elms or opposite.
From Lambeth Stairs or the Horse Ferry to Battersea New Bridge.
From Vauxhall Bridge to Swan Stairs, Chelsea, or opposite.
From Nine Elms or opposite to Chelsea Bridge.

Oars, two shillings. Sculler, one shilling.

From London Bridge, above the said bridge, to Westminster Bridge.
From Southwark Bridge to Lambeth Stairs or the Horse Ferry.
From Blackfriars Bridge to Vauxhall Bridge.
From Waterloo Bridge to Nine Elms or opposite.
From Westminster Bridge to Battersea New Bridge.
From Lambeth Stairs or the Horse Ferry to Swan Stairs, Chelsea, or opposite.
From Vauxhall Bridge to Chelsea Bridge.

Oars, two shillings and sixpence. Sculler, one shilling and threepence.

From London Bridge, above the said bridge, to Lambeth Stairs, or the Horse Ferry.
From Southwark Bridge to Vauxhall Bridge.
From Blackfriars Bridge to Nine Elms or opposite.
From Waterloo Bridge to Battersea New Bridge.
From Westminster Bridge to Swan Stairs, Chelsea, or opposite.
From Lambeth Stairs or the Horse Ferry to Chelsea Bridge.

Oars, three shillings. Sculler, one shilling and sixpence.

From London Bridge, above the said bridge to Vauxhall Bridge.
From Southwark Bridge to Nine Elms or opposite.
From Blackfriars Bridge to Battersea New Bridge.
From Waterloo Bridge to Swan Stairs, Chelsea, or opposite.
From Westminster Bridge to Chelsea Bridge.

Oars, three shillings and sixpence. Sculler, one shilling and ninepence.

From London Bridge, above the said bridge, to Nine Elms or opposite.
From Southwark Bridge to Battersea New Bridge.
From Blackfriars Bridge to Swan Stairs, Chelsea, or opposite.
From Waterloo Bridge to Chelsea Bridge.

Oars, four shillings. Sculler, two shillings.

From London Bridge, above the said bridge, to Battersea New Bridge.
From Southwark Bridge to Swan Stairs, Chelsea, or opposite.
From Blackfriars Bridge to Chelsea Bridge.

Oars, four shillings and sixpence. Sculler, two shillings and threepence.

From London Bridge, above the said bridge, to Swan Stairs, Chelsea, or opposite.
From Southwark Bridge to Chelsea Bridge.

Oars, five shillings. Sculler, two shillings and sixpence.

From London Bridge, above the said bridge, to Chelsea Bridge.

A Table of Rates for Watermen.

From London Bridge, eastwards, as far as Crawley's Wharf, Greenwich.

Oars, sixpence. Sculler, threepence.

From London Bridge, below the said bridge, to Irongate or opposite.
From Irongate or opposite to Union Stairs or opposite.
From Union Stairs or opposite to Wapping Dock Stairs or opposite.
From Wapping Dock Stairs or opposite to Shadwell Dock Stairs or opposite.
From Shadwell Dock Stairs or opposite to Kidney Stairs or opposite.
From Kidney Stairs or opposite to Limehouse Hole Stairs or opposite.
From Limehouse Hole Stairs or opposite to the Torrington Arms, Limehouse Reach. or opposite.
From the Torrington Arms, Limehouse Reach, or opposite to George's Stairs, Deptford, or opposite.
From George's Stairs, Deptford, or opposite to Lower Water Gate, Deptford, or opposite.
From Lower Water Gate, Deptford, or opposite to Crawley's Wharf, Greenwich, or opposite.

Oars, one shilling. Sculler, sixpence.

From London Bridge, below the said bridge, to Union Stairs or opposite.
From Irongate or opposite to Wapping Dock Stairs or opposite.
From Union Stairs or opposite to Shadwell Dock Stairs or opposite.
From Wapping Dock Stairs or opposite to Kidney Stairs or opposite.
From Shadwell Dock Stairs or opposite to Limehouse Hole Stairs or opposite.
From Kidney Stairs or opposite to the Torrington Arms, Limehouse Reach, or opposite.
From Limehouse Hole Stairs or opposite to George's Stairs, Deptford, or opposite.
From the Torrington Arms, Limehouse Reach, or opposite to Lower Water Gate, Deptford, or opposite.
From George's Stairs, Deptford, or opposite to Crawley's Wharf, Greenwich, or opposite.

Oars, one shilling and sixpence. Sculler, ninepence.

From London Bridge, below the said bridge, to Wapping Dock Stairs or opposite.
From Irongate or opposite to Shadwell Dock Stairs or opposite.
From Union Stairs or opposite to Kidney Stairs or opposite.
From Wapping Dock Stairs or opposite to Limehouse Hole Stairs or opposite.
From Shadwell Dock Stairs or opposite to the Torrington Arms, Limehouse Reach, or opposite.
From Kidney Stairs or opposite to George's Stairs, Deptford, or opposite.
From Limehouse Hole Stairs or opposite to Lower Water Gate, Deptford, or opposite.
From the Torrington Arms, Limehouse Reach, or opposite to Crawley's Wharf Greenwich or opposite.

Oars, two shillings. Sculler, one shilling.

From London Bridge, below the said bridge, to Shadwell Dock Stairs or opposite.
From Irongate or opposite to Kidney Stairs or opposite.
From Union Stairs or opposite to Limehouse Hole Stairs or opposite.
From Wapping Dock Stairs or opposite to the Torrington Arms, Limehouse Reach, or opposite.
From Shadwell Dock Stairs or opposite to George's Stairs, Deptford, or opposite.

Appendix.

28th Day, No. 1—continued.

From Kidney Stairs or opposite to Lower Water Gate, Deptford, or opposite.
From Limehouse Hole Stairs or opposite to Crawley's Wharf, Greenwich, or opposite.

Oars, two shillings and sixpence. Sculler, one shilling and three pence.

From London Bridge, below the said bridge, to Kidney Stairs or opposite.
From Irongate or opposite, to Limehouse Hole Stairs, or opposite.
From Union Stairs or opposite, to the Torrington Arms, Limehouse Reach, or opposite.
From Wapping Dock Stairs or opposite to George's Stairs, Deptford, or opposite.
From Shadwell Dock Stairs or opposite to Lower Water Gate, Deptford, or opposite.
From Kidney Stairs or opposite to Crawley's Wharf, Greenwich, or opposite.

Oars, three shillings. Sculler, one shilling and sixpence.

From London Bridge, below the said bridge, to Limehouse Hole Stairs or opposite.
From Irongate or opposite to the Torrington Arms, Limehouse Reach, or opposite.
From Union Stairs or opposite to George's Stairs, Deptford, or opposite.
From Wapping Dock Stairs or opposite to Lower Water Gate, Deptford, or opposite.
From Shadwell Dock Stairs or opposite to Crawley's Wharf, Greenwich, or opposite.

Oars, three shillings and sixpence. Sculler, one shilling and ninepence.

From London Bridge, below the said bridge, to the Torrington Arms, Limehouse Reach, or opposite.
From Irongate or opposite to George's Stairs, Deptford, or opposite.
From Union Stairs or opposite to Lower Water Gate, Deptford, or opposite.
From Wapping Dock Stairs or opposite, to Crawley's Wharf, Greenwich, or opposite.

Oars, four shillings. Sculler, two shillings.

From London Bridge, below the said bridge, to George's Stairs, Deptford, or opposite.
From Irongate or opposite to Lower Water Gate, Deptford, or opposite.
From Union Stairs or opposite to Crawley's Wharf, Greenwich, or opposite.

Oars, four shillings and sixpence. Sculler, two shillings and threepence.

From London Bridge, below the said bridge, to Lower Water Gate, Deptford, or opposite.
From Irongate or opposite to Crawley's Wharf, Greenwich, or opposite.

Oars, five shillings. Sculler, two shillings and sixpence.

From London Bridge, below the said bridge, to Crawley's Wharf, Greenwich, or opposite.

The stairs or landing places at either end and on either side of the aforesaid bridges, to be for the purpose of the above fares, considered as part of the respective bridges.

From Chelsea Bridge, westward, to or towards Teddington Lock, sixpence for every half-mile for oars, and threepence per half mile for sculler.

From Crawley's Wharf, Greenwich, eastward, to or towards Broadness Point or Grays, sixpence for every half-mile for oars, and fourpence per half-mile for sculler.

Over the water directly between Teddington Lock and Blackwall Stairs, and to or from steam boats, ships or vessels, moored opposite or near to any public stairs, causeway, or plying place within such limits, where the distance from the stairs or plying place to the ship does not exceed the distance directly across the river (except the Sunday Ferries, the fare for which is twopence each person), for one person, threepence, two persons, three half-pence each, exceeding two persons, one penny each.

Over the water directly at and between Blackwall Stairs and Woolwich inclusive, and to or from steam boats, ships, or vessels, moored opposite or near to any public stairs as last aforesaid, for one person, four pence, exceeding one person, two pence each.

To or from any steam boat, ship, or vessel, arriving at or departing from its moorings, between London Bridge and Woolwich inclusive, aforesaid, with or for passengers, for one person fourpence, exceeding one person, threepence each.

Over the water directly eastward of Woolwich aforesaid, as far as Broadness Point, and to or from steam boats, ships, or vessels, moored opposite or near to any public stairs as aforesald, for one person, sixpence, exceeding one person, fourpence each.

To or from steam boats, ships, or vessels, above Crawley's Wharf, at a distance from the place of landing or embarking the fare, to be at and after the rates hereinbefore provided with respect to the distances of the several stairs between London Bridge and Crawley's Wharf aforesaid, and if below Crawley's Wharf, then at and after the rates hereinbefore provided between Crawley's Wharf and Broadness Point.

Persons taking a boat between Teddington Lock and Woolwich aforesaid, to be rowed upon, about, or up and down the river (not going directly up or down from place to place), to pay at the rate of oars one shilling, and a sculler, sixpence for every half-hour they respectively shall be so engaged.

Watermen detained by passengers stopping at ships, wharfs, or otherwise, to be paid for time or distance, conformably to the rates hereinbefore set forth respectively, at the option of the waterman.

The above fares in all cases to include passengers' luggage, not exceeding fifty-six pounds for each person. All luggage above that weight to be paid for at or after the rate of fourpence for each fifty-six pounds.

A Table of Rates for Watermen.

Between Broadness Point and Grays, and Lower Hope Point, below Gravesend.

Over the water directly, and to and from any steam boat, ship, or vessel, opposite or near to any public plying place between Boardness Point and Grays, and Lower Hope Point aforesaid, both inclusive for one person, one shilling; exceeding one person, sixpence each.

From the Town Quay at Gravesend, to or from Gladdish's Wharf on the west, and to and from all steam boats, ships, vessels, and places lying and being between the same, and from the Town Quay, to and from the Canal entrance on the east, and to and from all steam boats, ships, vessels, and places lying and being between the same, for one person, one shilling; exceeding one person, sixpence each.

From the Town Quay, at Gravesend, westward, to or from any steam boat, ship, vessel, or place between it and

—	For one Person.	Exceeding one Person.
	s. d.	*s. d.*
The Red Lion Wharf - -	1 6	– 9
Northfleet Creek - -	2 6	1 3
Broadness Point or Grays -	3 6	1 9

From the Town Quay at Gravesend, eastward, to or from any steam boat, ship, vessel, or place between it and

—	For one Person.	Exceeding one Person each.
	s. d.	*s. d.*
Denton Mill - - -	1 6	– 9
Shorn Mead Battery - -	2 6	1 3
Coalhouse Point - - -	3 6	1 9
Halfway Lower Hope -	5 –	2 6
Lower Hope Point Battery	6 6	3 3

Watermen bringing the same passengers or any of them back from any steam boat, ship, vessel, or place, to be paid only one-half the fare above stated by such person or persons for the back passage.

Watermen detained by passengers stopping at steam boats, ships' wharfs, or other places, to be paid for time or distance according to the rates herein set forth respectively at the option of the waterman.

The above fares in all cases to include passengers' luggage or baggage not exceeding fifty-six pounds for each passenger. All beyond that weight to be paid for at or after the rate of sixpence for each fifty-six pounds.

For a full boat load of passengers' luggage or baggage, the same fare as for carrying eight passengers.

For half a boat load, the same fare as for carrying four passengers.

Time for a Pair of Oars.

	s.	d.
For the first hour	2	–
For the second hour	1	6
And for each succeeding hour	1	–
For the day: the day to be computed from seven o'clock in the morning to five o'clock in the evening, from Michaelmas-day to Lady-day, and from six o'clock in the morning to six o'clock in the evening, from Lady-day to Michaelmas-day	12	–

List of Fees under Act and Bye-laws.

	Payable by Freemen.	By other Persons.	On renewals by Freemen.	On renewals by other Persons.
	£ s. d.	£ s. d.	s. d.	£ s. d.
Entries for binding, assignment, or freedom.	– 1 –	– 1 –	—	—
Binding of apprentices, and stamps.	1 8 –	1 8 –	—	—
Assignments of apprentices, and stamps.	1 – –	1 – –	—	—
Certificate of binding, assignment, or freedom.	– 2 6	– 2 6	—	—
Freedom of the company, and stamp.	2 6 –	5 – –	*or annually*	– 10 –
Original registry of owner of craft and annual renewal.	*– 10 –*	*1 – –*	*– 2 6*	*– 5 –*
Copy of Certificate if lost	*– 5 –*	*– 10 –*	—	—
Certificate of registry of ownership.	*– 2 6*	*– 2 6*	—	—
Registering address	*– 5 –*	*– 5 –*	—	—
Ditto barge	*– 1 –*	*– 1 –*	—	—
Search as to ownership of barge.	– 1 –	– 1 –	—	—
Registering mortgage, &c.	– 1 –	– 1 –	—	—
Licence to work as waterman or apprentice.	– 2 6	—	– 2 6	—
Ditto lighterman	– 2 6	3 11 –	– 2 6	– 2 6
Ditto apprentice to waterman, lighterman, or barge owner.	– 2 6	– 2 6	– 2 6	– 2 6
Licensing waterman's rowing boats.	– 1 –	—	– 1 –	—
Ditto sailing boats	– 5 –	—	– 5 –	—
Registering bumboats	– 2 6	– 2 6	– 2 6	– 2 6
Ditto boats to let out	– 2 6	– 2 6	– 2 6	– 2 6
Searching registries	– 1 –	– 1 –	—	—
Book of Laws	– 2 –	– 2 –	—	—
Table of fares	– – 1	—	—	—
Affidavit as to craft, or in verification of certificate as to age.	– 1 –	– 1 –	—	—
Ditto in lieu of lost certificate, &c.	– 2 6	– 2 6	—	—
List of court	– – 6	– – 6	—	—
Summons	– 1 –	—	—	—
Ditto for witness	– – 6	—	—	—
Annual payment by freemen.	– 3 –	—	—	—
Ditto of owners of craft	– 6	—	—	—

Rescinded 1st November 1893.

The fore-going bye-laws and table of rates for watermen were made by the Court of the Company of Watermen and Ligtermen of the River Thames the 26th day of June, 1860.

Henry Humpherus, Clerk. (S)

The preceding bye-laws have been approved and table of rates sanctioned by the Conservators of the River Thames, whose seal is affixed thereto.

Dated this second day of July, One thousand eight hundred and sixty.

Edward Bursal, Secretary (L.S.)

(b.) Bye-laws of 1867.

Appendix. 28th Day, No. 1— continued.

Bye-laws of the Company of Watermen and Lightermen of the River Thames, made this 1st day of January, 1867, in exercise of the statutory powers vested in them in that behalf, and in pursuance of and for carrying into effect the purposes of an Act passed in the 22 and 23 years of the reign of Queen Victoria, chap. 133.

As to Licensing of Rowing Boats and Vessels.

1. That in addition to the bye-laws made by the Court of Master, Wardens, and Assistants of the said Company, on the 26th day of June, 1860, and in particular to those numbered respectively 64, 65, and 66, the following bye-laws be now made for the regulation of boats and vessels used for carrying persons or passengers on the River Thames, between Chelsea Bridge, in the County of Middlesex, and Teddington Lock, in the counties of Middlesex and Surrey.

Scale of skiff for six passengers.

2. That the burthen, size, and dimensions of a skiff boat to carry six persons or passengers shall be as follows (that is to say) the extreme length over all twenty feet six inches, and not exceeding twenty-five feet; the length of the keel, seventeen feet six inches, and not exceeding twenty-two feet; the depth at the lowest part, between the main and spray rowlocks, or at the lowest part of the boat, one foot six inches; the extreme breadth at the main thwart, at the top, and within the gunwales, four feet six inches; the breadth of the main thwart, at a rise of three inches from the keel, three feet one inch; the breadth forward, at four feet from the main thwart, and at a rise of eight inches from the keel, three feet one inch; the breadth aft, at and a quarter from the keel, three feet one inch.

Scale of skiff for eight passengers.

3. That the burthen, size, and dimensions of a skiff boat to carry eight persons or passengers shall be as follows (that is to say) the extreme length over all twenty-four feet, and not exceeding twenty-seven feet; the length of the keel, twenty-one feet, and not exceeding twenty-four feet; the depth at the lowest part, between the main and spray rowlocks, or at the lowest part of the boat, one foot seven inches; the extreme breadth at the main thwart, at the top and within the gunwales, four feet eight inches; the breadth at the main thwart, at a rise of three inches from the keel, three feet three inches; the breadth forward, at four feet from the main thwart, and at a rise of eight inches from the keel, three feet three inches; the breadth aft, at four feet from the main thwart, and at a rise of four inches and a quarter from the keel, three feet three inches.

Scale of wherry for six passengers.

4. That the burthen, size, and dimensions of a wherry boat or other vessel to carry six persons or passengers, shall be as follows (that is to say) the length of the keel, twenty feet six inches; the extreme breadth in the midships, four feet six inches; the depth in the midships, one foot five inches; the breadth of the floor at thirdlands, in the midships of the state room, two feet eleven inches; the rise of the floor at thirdlands, in the midships of the state room, not to exceed three inches and the half of another inch; the breadth of the floor at thirdlands, at the timber on the fore side of the back-board thwart, two feet seven inches; the rise of the floor at thirdlands, at the timber on the fore side of the back-board thwart, not to exceed four inches and the half of another inch; the breadth of the floor at thirdlands, at the timber on the fore side of the spray thwart, two feet one inch; and the rise of the floor at thirdlands, at the timber on the fore side of the spray thwart, not to exceed seven inches.

Scale of wherry for eight passengers.

5. That the burthen, size, and dimensions of a wherry boat or other vessel, to carry eight persons or passengers, shall be as follows (that is to say) the length of the keel, twenty feet six inches; the extreme breadth in the midships, four feet six inches; the depth in the midships, one foot six inches; the breadth of the floor at thirdlands, in the midships, of the state room, three feet one inch; the rise of the floor at thirdlands, in the midships of the state room, not to exceed two inches and three quarters of another inch; the breadth of the floor at thirdlands, at the timber on the fore side of the back-board thwart, two feet nine inches; the rise of the floor at thirdlands, at the timber on the fore side of the back-board thwart, not to exceed four inches; the breadth of the floor at thirdlands, at the timber on the fore side of the spray thwart, two feet three inches and the half of another inch; and the rise of the floor at thirdlands, at the timber on the fore side of the spray thwart, not to exceed six inches.

Appendix. 28th Day, No. 1— continued.

Luggage.

6. That in all cases when luggage is carried by any of the persons or passengers in the boats licensed under the provisions of these bye-laws, the number of persons or passengers such boats are permitted to carry shall be reduced one respectively from the number of persons or passengers contained in such respective licences, for every complete cwt. of luggage so carried as aforesaid.

Liability to general bye-laws.

7. That all persons holding such licences shall be subject to all the bye-laws, rules and regulations now or hereafter to be made by the court of the said company, under the provisions of the said Act.

The foregoing bye-laws were made by the Court of the Company of Watermen and Lightermen of the River Thames the 1st day of January, 1867.

HENRY HUMPHERUS, Clerk. (L.S.)

The preceding bye-laws have been approved by the Conservators of the River Thames, whose seal is affixed thereto.

Dated this twenty-first day of January, one thousand eight hundred and sixty-seven.

EDWARD BURSTAL, Secretary. (L.S.)

(c) Bye-laws of 1893.

Bye-laws of the Company of Watermen and Lightermen of the River Thames, made this 1st day of November, 1893, in exercise of the statutory powers vested in them in that behalf, and in pursuance of, and for carrying into effect, the purposes of an Act passed in the 56th and 57th years of the reign of Queen Victoria.

42. The expression "the Act of 1893" hereinafter referred to means "the Thames Watermen's and Lightermen's Act, 1893."

Bye-laws rescinded.

43. That as and from the date hereof Nos. 42 to 50 inclusive (except however No. 49) and Nos. 103, 105 and 106 of the bye laws of the Company of Watermen and Lightermen of the River Thames, dated the 2nd July, 1860, be and they are hereby rescinded.

Applications for registration of craft.

44. Applications for registration of more than one lighter, barge or other craft at the same time shall be deemed to be applications for separate certificates in respect of each of such craft unless at the time of such application or before the date of the issuing of the certificates, notice be given pursuant to the provisions of section 6, sub-section 3, of the Act of 1893, that it is desired that certificates in respect of all such craft shall be issued by means of one and the same document.

Applications for subsequent registration of additional craft.

45. Application for subsequent registration of additional craft by an owner or owners having craft then already registered and in respect of which certificates shall have been issued shall be deemed to be an application or applications for separate certificates in respect of each of such additional craft unless at the time of such application or before the date of the issuing of the certificates notice be given pursuant to the provisions of Section 6, sub-section 3, of the Act of 1893 that it is desired that the certificate or certificates in respect of such additional craft shall be issued by means of additions to a certificate relating to craft already registered.

Certificate to which additions are required, to be lodged at the Company's Hall.

46. The owner or owners of craft applying for registration of additional craft and desiring the certificate in respect thereof to be issued by means of an addition to a certificate already granted shall upon giving notice to that effect lodge with the clerk of the Company the certificate to which the said addition is required to be made.

Craft certificates to be re-issued on change of ownership.

47. Whenever by reason of any change of ownership of any craft or boat any certificate or licence relating thereto shall by virtue of section 25 of the said Act cease to be in force, the said owner or owners shall forthwith transmit such certificate or licence to the clerk of the company, and in the case of a certificate relating to more than one craft the owner or owners shall transmit the certificate and the fee hereby provided for renewal of certificate, and thereupon the said clerk shall cancel the old certificate and prepare and transmit to the said owner or owners a certificate in respect of the remaining craft.

Certificate of Board of Trade to be produced if craft already measured under Merchant Shipping Act. 1854.

48. Applications for registration of craft pursuant to the proviso contained in section 4 of the Act of 1893 with respect to craft, measured in accordance with the rules of the Merchant Shipping Act, 1854, shall be accompanied by the certificate or certificates relating to such craft granted pursuant to that Act.

Declaration to be made with reference to lost or destroyed certificate or licence.

48a. All applications for the issuing of any lost or destroyed certificate relating to any craft, or the granting of any duplicate of any lost or destroyed licence relating to any boat, shall be accompanied by a declaration of facts to be made in the manner provided by the next succeeding bye-law.

Declarations under sec. 28 of 56 & 57 Vict. c. 81 to be made at the Company's Hall.

48b. The statutory declarations required to be taken and made by the said Act shall, when made pursuant to the powers of section 28 of the said Act, be taken and made at the Company's Hall.

The names and numbers of owners of craft, and name of craft to be painted on craft; the measurement tonnage and the craft number to be engraved on craft.

50. The particulars required by section 7 sub-section 2 of the Act of 1893, to be painted or engraved on or affixed to craft shall be indicated as follows:

The owner's name and number and the craft name shall be painted on the hudds boards or sterns of craft as heretofore, and the tonnage calculated according to the provisions of the said Act to the nearest ¼ ton, and the craft number shall be engraved on a conspicuous part of one of the beams, such engraved letters and numbers not to be less than four inches long and broad in proportion.

Regulations as to letting out boats.

103. That the licences to persons keeping boats and vessels for letting out for hire or gain on the river;

The registration of all such boats and vessels;

The renewal of all such licences and registration;

The letting out of or working such boats after the expiration of licence;

And the refusal to produce such boats or licences in accordance with the provisions of the said Act;

shall be subject to the same rules and regulations with respect thereto as heretofore have been in operation in addition to the regulations provided by the said Act.

Name of boat and number of persons to be carried, the owner's name and the boat number to be painted on or affixed to letting-out boats.

106. That any person or persons having or letting boats for hire or engaged in carrying persons, within the limits and provisions of the Act of 1893, shall have the name of such boat and the number which may be carried and the name or names of the owner or owners thereof, together with the boat number painted or affixed conspicuously upon the inside of each boat, in letters and figures of not less than one inch in length and of proportionate breadth in manner following:—

(a) On one side or quarter the name of boat and number of persons which may be carried;

(b) On the other side or quarter the owner's name and boat number.

FEES:—

The following provisions as to fees provided by the said bye-laws of the 21st July, 1860, are hereby rescinded:—

Original registry of owner of craft and annual renewal, ten shillings payable by freemen, one pound by other persons; two shillings and sixpence on the renewals by freemen, five shillings on renewals by other persons.

Copy of certificate if lost, five shillings payable by freemen, ten shillings by other persons.

Certificate of registry of ownership, two shillings and sixpence payable by freemen, two shillings and sixpence payable by other persons.

Registering address, five shillings payable by freemen, five shillings by other persons.

Ditto barge, one shilling payable by freemen, one shilling by other persons.

And the following fees are hereby provided:—

Measuring and registering craft and issuing certificate in respect of craft, registered with the company prior to the date hereof, per craft, two shillings and sixpence.

Registering craft which have been measured in accordance with the rules of the Merchant Shipping Act,

1854, as provided by Section 4 of the said Act of 1893, prior to the date hereof and issuing certificate, per craft, two shillings and sixpence.

Measuring and registering craft and issuing certificate in respect of craft registered subsequent to the date hereof, per craft, five shillings.

Issuing duplicate of lost or destroyed certificate, five shillings.

Registering address of permanent hirer, per craft, one shilling.

Registering change of address for one to twenty-five craft five shillings, for every subsequent twenty-five craft or less, five shillings.

Registration in case of change of ownership, per craft, one shilling.

Annual renewals of craft certificates, under five craft five shillings, above five craft, ten shillings.

Re-issuing certificates under bye-law 47, per craft, one shilling.

The foregoing bye-laws were made by the Court of the Company of Watermen and Lightermen of the River Thames the 1st day of November, 1893.

LOUIS S. WHITE, Clerk. (L.S.)

The preceding bye-laws have been approved by the Conservators of the River Thames, whose seal is affixed thereto.

Dated this twenty-seventh day of November, One thousand Eight hundred and Ninety-three.

Sealed 5th March, 1894.

JAMES H. GOUGH,
Secretary to the Conservators of the River Thames. (L.S.)

(*d*) Bye-law of 1894.

The 36th Bye-law of the Company of Watermen and Lightermen of the River Thames, amended, and fees provided by them in exercise of the Statutory powers vested in them on that behalf by the Thames Watermen's and Lightermen's Acts of 1859 and 1893.

Bye-law.

That if any freeman or the apprentice of any freeman, or of the widow of a freeman or other person shall act as a waterman, or ply, row, steer, or navigate any row or sailing boat, river steamboat, or other passenger boat, or shall row, steer, or navigate any boat, barge, lighter, vessel, or other craft upon the river, or take charge of or navigate any boat, barge, vessel, or craft coming to or going from any place or places, ship or vessel within the limits of such act for hire or gain without having obtained a licence from the Court (unless such person shall be duly licensed by the Master Wardens and Assistants of the Trinity House, of Deptford Strond, or other competent Board for that purpose), he shall incur a penalty not exceeding forty shillings.

Fees.

The following fees are hereby provided:—

Measuring and registering boats and issuing certificates in respect of boats—per boat, 2s. 6d.

Renewing certificates of boats triennially—per boat, 2s. 6d.

Taking or receiving by any member of the Court, or by the clerk of the company of any statutory declaration authorised by the Thames Watermen's and Lightermen's Act, 1893, to be taken and received by them respectively—1s.

The foregoing (amended) bye-law was made and fees provided for by the Court of the Company of Watermen and Lightermen of the River Thames, the 4th day of July, 1894.

LOUIS S. WHITE, Clerk. (L.S.)

The preceding (amended) bye-law and fees have been approved by the Conservators of the River Thames, whose seal is affixed thereto.

Dated this 8th day of August, 1894.

JAMES H. GOUGH,
Secretary to the Conservators of the River Thames. (L.S.)

Date of Sealing 29th day of July, 1895.

(*e*) Bye-laws of 1895.

Appendix. 28th Day, No. 1—continued.

Bye-laws of the Company of Watermen and Lightermen of the River Thames, made this 18th day of March, 1895, in exercise of the statutory powers vested in them in that behalf, and in pursuance of, and for carrying into effect the provisions of the Thames Conservancy Act, 1894, and the several powers and authorities thereby given to or vested in the said company (that is to say):

1. That from and after the 18th day of March, 1895, every contract for service to be entered into by any person under the provisions of the 302nd section of the Thames Conservancy Act, 1894, shall, until otherwise altered, be in the form following, namely:

Contract for Service.

Form of Contract for Service.

An agreement or contract made this day of 18 between A.B. of (insert full christian and surname, address, and occupation of person contracting) of the one part, and C.D., of (insert full christian and surname, address, and occupation of the proposed master or mistress) of the other part. The said A.B. doth hereby agree faithfully to serve the said C.D., and also any freeman of the Watermen's Company, or lighterman licensed by the said company, whom he or she may employ to instruct him in assisting to navigate a lighter or in assisting to work or navigate a steamboat upon the River Thames, for the full term of two years from the day of the date hereof, and also that he the said A.B. will duly comply with and observe all the laws, rules, and regulations of the Company of Watermen and Lightermen of the River Thames. And the said C.D., in consideration of (where any premium is to be paid insert words to the following effect, "the sum of £ paid by the said A.B. to the said C.D. on the signing hereof") doth hereby agree to teach by a qualified freeman of the said company, or licensed lighterman, the said A.B. to navigate a lighter (or as the case may be), to work and navigate a steamboat, in manner and for the term aforesaid.

As witness our hands,

Signed, A.B. (person bound).
(master or mistress).

Signed and delivered by the said A.B. and C.D. at Watermen's Hall, London, in the presence of

_____ } Members
_____ } of the Court.

_____ Clerk.

2. From and after the 18th day of March, 1895, the form of certificate to be granted by the Watermen's Company, in pursuance of section 302 of the aforesaid Act, to every person who has duly served under a contract, in accordance with the provisions of the said Act, and who is found qualified on examination by the company to receive the same in manner prescribed by such Act, shall, until otherwise altered, be in the following form (namely):

Form of Certificate.

Form of Certificate to work on completion of contract for services.

No. ..... to 18

These are to certify that it appears to the Court of Master, Wardens, and Assistants of the Company of Watermen and Lightermen of the River Thames, on the examination of A.B. (insert full christian and surname, address, and occupation) that he is qualified to act until the day of 18 as a lighterman, or to work or navigate a steamboat, and that this certificate, together with the number thereof, granted by the Court, have been duly registered as required by law, but such certificate is liable to be revoked, cancelled, or suspended at any time by such Court for misconduct, or incompetency.

Dated this day of 18.....

_____ } Members
_____ } of the Court.

_____ Clerk.

The foregoing bye-laws were made by the Court of the Company of Watermen and Lightermen of the River Thames the 18th day March, 1895.

LOUIS S. WHITE. (L.S.)
Clerk.

The preceding bye-laws have been approved by the Conservators of the River Thames, whose seal is affixed thereto.

Date of approval, 29th April, 1895.

JAMES H. GOUGH,
Secretary to the Conservators of the River Thames. (L.S.)

Date of sealing, 29th day of July, 1895.

Appendix. 28th day, No. 2.

2. Rules of the Amalgamated Society of Foremen Lightermen of the River Thames.

(Handed in by Mr. G. H. Ardley on the Twenty-eighth day. See Question 11004.)

Officers.

President—George Campbell; Vice-President—D. Gillan; Treasurer—G. J. Coe, Sen.; Door-Keeper—J. Lattimer; Secretary.—W. Butler, 36, Tranton Road, Bermondsey, S.E.; Corresponding Secretary—Thos. Jones.

Executive Council.—A. T. Tough, C. Higgs, E. Manning, G. Salt, A. C. Ardley, J. Elliott, R. Pressman, T. Reekie, M. Colchin, G. J. Coe, jun., J. Finnis, H. Kent.

Trustees.—T. H. Maxwell, I. W. Payne, A. W. Fletcher.

Rules.

Name and Place of Meeting.

1.—This Society be called the Amalgamated Society of Foremen Lightermen of the River Thames as at present composed, and from this date no one to be admitted a member unless he is a Freeman of the River Thames. The members shall meet on the first Thursday in each month, between the hours of 8 and 10 o'clock p.m., at the "Queen's Arms," Queen Street, City, E.C.

Officers.

2.—This society shall be composed of an unlimited number of foremen lightermen. The officers to consist of a president, vice-president, treasurer, three trustees, secretary, door-keeper, and executive council of six to twelve members. The officers and executive council to form the management and arbitration committee, to whom all matters of dispute shall be referred and their decision shall be final.

Objects.

3.—This society, registered under the Trade Union Acts of 1871 and 1876, is established to raise by entrance fees, subscriptions, fines, and donations, a fund to protect the interest of the foremen lightermen of the River Thames; to endeavour to settle any dispute that may arise between master and man; to regulate as to the taking of apprentices by foremen; to pay a sum of money at the death of a member; to pay law and other expenses of management; and to give assistance to members when authorised by the executive committee; and to regulate the relations between masters and workmen.

Joining the Society.

4.—Any foreman lighterman wishing to join this society must send to the secretary not less than six clear days before the monthly meeting, his name, address, and where employed, the paper to be signed by the candidate and two members as proposer and seconder of the candidate. The secretary shall read the application at the next meeting, when the election shall be decided by the members then present, and if elected previous to his name being entered on the list of members, he must make and sign the following affirmation.

I (name) do hereby solemnly declare before the members of this society, that I will strictly abide by the rules, and use my best endeavours to promote the interests of the society and the welfare of its members, by all legitimate means at my disposal.

(Signed.)

Date.

Honorary Members.

5.—Any person being desirous of aiding or promoting the objects of this society, may, on the approval of the members, become an honorary member by paying an entrance fee of 7s. 6d., and by other voluntary contribution or donation, paid annually or otherwise at his pleasure, for the benefit of the members of this society, but he shall not be entitled by such donation or subscription to any benefit or emolument from the funds of the society.

Members taking Apprentices.

6.—Any members of the society wishing to take an apprentice must make application to the secretary, and with the consent of its members he may take one, provided the last apprentice (if any) has served three years, and shall not be allowed to take an apprentice unless he is in a position to teach or cause to be taught such apprentice the practical business of a waterman and lighterman of the River Thames. The above restrictions shall not apply to a member's own son. Any member acting in contravention to this rule shall be summoned before the executive council, who shall fine or expel him as they may think fit; the fine to be not less than 40s. nor more than £5, and if not paid in four weeks, to be out of all benefits until such fine be paid.

Friendly feeling.

7.—That the members while pledging themselves to assist and do the utmost in their power for the benefit of the society, will also use their best endeavours to bring about a friendly feeling between master and man.

Trade Disputes.

8.—That in case of a trade dispute, this society shall give ample protection to its members, and the secretary shall at once call a special meeting of the members, and it shall be then and there determined by a show of hands what action shall be taken and the minority shall abide by the decision of the majority.

Entrance fee and contribution.

9.—A member joining this society must be a foreman six months before he can be admitted to this society, and shall pay an entrance fee of twenty-one shillings. A member joining this society that has been a foreman for more than twelve months shall pay an entrance fee of forty-two shillings. And a subscription of 5d. per week, payable monthly; on the night of election, the member when elected shall in addition to the entrance fee, pay 6d. for a book of rules, 4d. for the contribution card, and 6d. for one week's contribution. Any member being twelve weeks in arrears, the secretary shall furnish him with a written statement of his arrears, and send the same by post to his last known address, and for such notice and postage he will have to pay 3d.; members thirteen weeks in arrears will be fined 6d. and suspended, and will not be allowed any benefit from the society until four weeks have expired from the time of clearing the books; any member 26 weeks in arrears, shall have his name erased from the books of the society, and forfeit all claims thereon, for and in respect of all sums of money paid into the society and cease to become a member. If any member is in arrears through sickness or want of employment and liable to be out of benefit or erased from the books, and such sickness or want of employment has not been caused through any misconduct or neglect of such member, he shall attend the society on the 13th or 26th night of his being in arrears and state his case to the members present, or if unable to attend he shall send a written statement of his case to the secretary who shall read it to the members present, and if the said member so applying is known to be an industrious man, they shall consider his case, and if satisfied, instruct the secretary not to exclude the member from benefits, and not to erase his name from the books. All members so applying to pay all arrears as soon as possible.

In the event of any member dying who is in arrears the whole of such arrears shall be deducted from the amount due.

No member will be eligible fo relection to any office in the society, unless he has been a member 25 weeks and clear of the books at the time of election.

Members will be half-free to benefit after 26 weeks and free to all benefits after 52 weeks, if clear on the books.

Nomination and Funeral Benefit.

10.—Any member may nominate (in writing attested by two witnesses) a person to receive all monies payable by the society on the death of such member, and he may from time to time revoke or vary such nomination by writing under his hand attested by two wit-

nesses; and the secretary shall see the former nomination erased and the last-mentioned one entered in a book kept for that purpose.

At the death of a free member his nominee or other person entitled shall be paid the sum of £10 and a levy of a shilling per member, the whole to be paid from the funds of this society, and the levy to be repaid to the funds by the members with their next contribution upon proof of such member's death by the registrar's certificate or other clear proof, such nominee being any person not an officer or servant of the society, unless such officer or servant be the wife, father, mother, child, brother, sister, nephew, or niece of the deceased, or upon good and sufficient proof of the genuineness of his claim, who shall give a stamped receipt for the same, signed and witnessed.

Election and Removal of Officers.

11.—That on the last meeting night of each year the members shall elect a president, vice-president, doorkeeper, general committee of management, herein termed executive council, and auditor for the ensuing year. The elected treasurer and secretary to remain in office during the pleasure of the society. That on the first meeting of members after the registration of the society, three members shall be elected as trustees, to remain in office during the pleasure of the society. That no officer shall be removed or dismissed from his office unless by the consent of two-thirds of the members present at a meeting convened for that purpose. In case of any officer dying, being removed, or resigning office, another or others shall be elected to fill the vacancy or vacancies, by the majority of the members present at the meeting. Officers to be eligible for re-election, but no member can be elected into office who is twelve weeks in arrears, and no officer or member to be elected in his absence. If more than two persons be nominated to any office, the votes shall be repeatedly taken until the candidates are reduced to two, when they shall be again put to the meeting and he who has the majority shall be the one elected. If any member be elected to an office contrary to these rules, his election shall be null and void, and the president shall proceed to elect another in his place.

Duties of President.

12.—The president shall open and preside at all meetings of the society and see that the business is done with propriety and order. He shall cause the secretary to read the minutes of the previous meeting, and request the members present to confirm or reject them wholly or in part, and he shall sign such minutes on their being confirmed. The secretary shall then read any correspondence that may have ensued since the last meeting, and all applications for membership which he may have received. The president shall then proceed with the election of each candidate separately; he shall ask the members if they have any objection to raise, or any cause or reason to assign why such candidate should not be elected a member of this society; he shall put to the meeting the propositions and amendments that have been duly entered in the minute book (for and against), each case to be decided by a majority of the members present, and if the show of hands is equal, the president to have a second or casting vote; on the election of a new member, the president shall cause him to make the affirmation as per Rule 4, in an audible voice, so that the whole of the members present can hear him, and witness his signature to the same. He shall not allow any person to become a member unless in strict conformity with the rules. The president shall ask the members as often as he thinks it necessary, if they have any business to bring before the meeting that would be beneficial to the society or the members in general; he shall sign all orders on the treasurer for the payment of monies, in conjunction with the secretary and one of the trustees; he shall see that all orders are made out on the printed forms supplied for that purpose, and that it shall be stated on such orders what purpose the money is for, and see that no money is withdrawn or applied for any other purpose than is distinctly specified in these rules; he shall see that all monies received by the secretary are paid to the treasurer every meeting night, and that the treasurer gives a receipt for the same; he shall see that these rules are strictly carried out by all. The president shall not allow any proposition, amendment, or rider to be put to the meeting unless there is a seconder to the same. He shall not allow any member to make an application for assistance and compromise the liability of the society, unless such member so applying is free or half-free to benefit and not suspended from benefits; upon any member making application to him, he shall ask the secretary if the member so applying is entitled to benefit.

Any member who has not belonged to the society 13 weeks and not paid 13 weeks' subscription, shall not be eligible to propose or second any resolution, amendment or rider, neither shall he be allowed to speak on any question arising in the society, unless he is called upon to do so by the president. Any member persisting in speaking after being called to order, will be liable to be fined as per Rule 22.

Duties of Vice-President.

13.—That the duties of the vice-president shall be to assist the president in keeping order and conducting the business of the society, and in the absence of the president, to preside and fulfil the president's duties; he shall have full power to inflict the fines, but he shall not have the power to sign orders on the treasurer for money; he shall attend all meetings of the society. The Vice-President shall stand first for the nomination and election to office of president.

Duties of Secretary.

14.—The duties of the secretary shall be to take accurate minutes of the proceedings at all meetings of the society, enter all propositions and amendments in the minute book, and read the minutes of the previous meeting; he shall receive all fees and contributions and the amounts received from each member in books provided for that purpose; keep an accurate account of all monies received and expended; enter the names and addresses of all the members in a book. He shall write to all members 12 weeks and 24 weeks in arrears, and request payment of the same; he shall make out a quarterly return of the income and expenditure on the blank form supplied to him by the society for that purpose; he shall keep the books in an intelligible manner and on a uniform system, so that the auditors may not experience any difficulty in auditing the accounts; he shall keep all books, papers, and receipts, and conduct all correspondence of the society.

The secretary shall attend all meetings of the society, but if unable to attend, he must send his books and keys to the society's house by 7.30 p.m. All the money received by the secretary each meeting night to be paid to the treasurer each night, and a receipt be given by the treasurer for the same and shown to the president. The secretary to fill up the printed form for the withdrawal of money from the treasurer, and sign the same in conjunction with the president and a trustee; it must be distinctly stated on each order for what purpose the money is required.

The secretary to give notice to the president when the treasurer has £25 in hand, so that he can make it known to the executive committee. He shall stamp members' cards on the back every month, and put the date and his initials in the body of the stamp. He shall send a notice to all members, who are not 12 weeks in arrears, of quarterly and special meetings, such notice to be sent on post cards. Members to be charged for all notices so ordered to be issued, and the postage of such notices to the last registered address of the member shall be deemed a delivery of the same.

Duties of Treasurer.

15.—That a treasurer of this society be elected, who shall receive all monies due from the secretary and give a receipt for the same; he shall cash all cheques bearing the official stamp and signatures of the society and such cheques to be presented for payment before 9 o'clock each meeting night. He shall keep an account of all monies received and paid by him, and be provided with all books and stationery necessary for his office. He shall become bound with sureties for the faithful execution of such office or trust, in the sum of £40. Should the society at any time wish to dispense with his services, they shall give him three months' notice of same, and he shall deliver up all papers, monies, and books to an officer appointed to receive the same, according to the provision of the Act 34 & 35 Vic., cap. 31, sec. 11.

Duties of Trustees.

16.—That three trustees shall be appointed for the purpose of investing such funds in their joint names, for and on behalf of the society as the executive council may determine; one of the trustees shall sign his

Appendix
28th day, No. 2—continued.

name to all cheques on the treasurer, in conjunction with the president and secretary. Should a trustee, treasurer, or secretary be removed from or retire from office, and neglect or refuse to deliver, transfer, or assign any money, property, or securities which may be in possession, or under his control, belonging to the society, upon demand being made for the same by order of the president, he shall forfeit all rights and benefits to the funds and rules of the society, and be liable to prosecution as per Act 34 & 35 Vict., cap. 31, sec. 12.

Auditors.

17.—That on the last meeting night of this year, three auditors shall be elected, the senior auditor to retire every year and another elected (in accordance with Rule 11) who shall examine and compare all accounts, vouchers, books, securities belonging to the society, and give a report to the members at the October meeting.

Duties of Executive Council.

18.—The executive council shall consist of not less that six or more than twelve members of the society, and shall be formed for the purpose of assisting the other officers in conducting the business of the society. The members to volunteer for the office, and in the event of there not being a sufficient number of volunteers for the council to be formed, the roll shall be called, and any members refusing to stand on the council, shall be fined not exceeding 6d. each time the roll is called. The president to have power to fix the number of the councilmen required, in accordance with the number of members and this rule.

Duties of Doorkeeper.

19.—The doorkeeper shall attend within fifteen minutes of the time of opening the society. He shall assist the president in maintaining order by keeping the door closed when any one is addressing the meeting. He shall not admit any disorderly member into the room, and for neglect of duty shall be liable to be fined 6d.

Books Open for Inspection.

20.—Any member or person having an interest in the funds of the society, shall be allowed to inspect the books of the society and the names of the members at a time and place to be fixed by the secretary as the case may be, but within one week after such application has been made.

Investment of Funds.

21.—If at any time the amount of funds in hand or in the bank should be such that in the interest and the welfare of this society demanded investment, the council shall have power to convene a special meeting for the purpose of investing such funds in the name, for, and on behalf of this society. The surplus funds to be invested in Government securities, or freehold or leasehold property, and the council to determine the amount to be invested and when to be invested.

Box for Books, &c.

22.—That the society be provided with a box for the use of the secretary, for the purpose of depositing the books and papers therein. The lock to have three keys, one for the secretary, one for the president, and one for the vice-president; the officers shall give up possession of the said keys to the officers elected in their place.

Obstructing the Business.

23.—That if any member of this society shall at any time while the business of the society is being transacted enter the room under the influence of drink, and use insulting language, or create any disturbance by heated argument, or in any way obstruct the business of the society, he shall be liable for the first offence to a fine of not more than 2s. 6d., for the second offence 5s., and for the third offence he shall be expelled the society. Members shall at all times when addressing each other treat one and all with that amount of respect which is due to them.

Misusing the Funds.

24.—No officer of this society shall be allowed to illegally make use of, borrow, or lend any portion of the society's funds for the purpose of trade or traffic. Should any officer be detected in making use of or applying the society's funds contrary to these rules, he shall be expelled the society, and prosecuted according to law.

25.—That this society may be dissolved by the consent of four-fifths of the members present at a general meeting convened for that purpose, when after all debts and liabilities are paid or provided for, the balance of the funds to be divided among the members who are free on the books for benefits.

26.—That no new rule shall be made or existing rule altered unless with the consent of the majority of the members present at a general meeting specially called for that purpose.

WILLIAM BUTLER, Secretary.

3. Balance Sheet of the Amalgamated Society of Foremen Lightermen of the River Thames for the Half-Year ending April, 1901.

(Handed in by Mr. G. H. Ardley on the Twenty-eighth day. See Question 11006.)

Income Account.

RECEIPTS.	£	s.	d.
Contributions received for half-year	154	13	2
Entrance Fees " " "	43	1	0
Half year's Repayment, No. 5 Mortgage (Principal)	10	0	0
" " " (Interest)	2	17	0
" " No. 4 Mortgage (Principal)	10	0	0
" " " (Interest)	3	12	0
" " No. 3 Mortgage (Principal)	10	0	0
" " " (Interest)	3	0	0
" " No. 1 Mortgage (Principal)	10	0	0
" " " (Interest)	3	6	0
Received of Solicitors *re* Mr. Knapp's case	6	1	8
Received from Dinner Committee, 1900— £ 13 0 0			
Less Expenditure 4 2 6	8	17	6
Withdrawn from Post Office Savings Bank	150	0	0
Interest, Bank of England—			
One Quarter, on 1,420*l.* 11*s.* 1*d.*, due Jan.	9	5	6
" " " April	9	5	6
	£433	19	4

EXPENDITURE.	£	s.	d.
Due to Treasurer, as per Oct., 1900, Balance Sheet	0	12	10
Death Payment—R. H. Hill	20	0	0
" R. J. Messenger	20	0	0
Hire of Room, Tower Bridge Hotel—			
October 22, 1900	2	2	0
November 7, 1900	2	2	0
November 16, 1900	2	2	0
Mincing Lane, Hire of Safe, year's rent due October, 1900	1	1	0
Secretary's Half-year's Salary to date	10	0	0
J. Thompson's ¼-year Pension, due Jan.	2	10	0
" " " April	2	10	0
C. Farrow's " " April	2	10	0
Paid Strike Pay as per Account	220	13	4
Post Office Savings Bank	100	0	0
Rent of Club Room to date and attendance	2	2	0
Paid Bro. Knapp *re* Action for recovery of wages	6	10	0
Advanced for this year's Dinner 40 4 0 — Less received 18 12 0	21	12	0
Interest P. O. not drawn, as per last Balance Sheet	7	8	0
Printing and Stationery, as per Account	2	19	0
Postage Stamps and Cards, &c.	4	7	9
In Treasurer's hands	2	17	5
	£433	19	4

Pension Fund.

	£	s.	d.
To Balance, as per October Balance Sheet	162	1	3
" Interest on Mortgages for half-year	12	15	0
" " Post Office, 1900	7	7	4
" " Bank of England Stock	18	11	0
	£200	14	7

	£	s.	d.
J. Thompson's Quarter's Pension, due Jan.	2	10	0
" " " " April	2	10	0
C. Farrow's " " " April	2	10	0
To Balance	193	4	7
	£200	14	7

Benevolent Fund.

Receipts.	£	s.	d.
In Treasurer's hands, as per October Balance Sheet	13	2	6
Contributions for half year	11	0	6
	£24	3	0

Expenditure.	£	s.	d.	£	s.	d.
Wreath, R. H. Hill	1	12	6			
" R. J. Messenger	1	12	6			
W. McNeal—Contributions to date	0	13	6			
J. Oakley—Present	1	0	0			
" Clearing Card	0	8	6			
G. T. Jones—three months' contributions	0	6	0			
Contributions of Strike Pay, Members paid	2	17	0			
				8	10	0
In Treasurer's hands				15	13	0
				£24	3	0

Balance Sheet.

	£	s.	d.
Bank of England 2¾ Consols	914	17	4
" " £505 13*s.* 9*d.* (cost)	500	0	0
Post Office Savings Bank	246	11	2
" " Interest, Pension Fund	14	15	4
London Joint Stock Bank, on deposit, General Fund	31	10	9
London Joint Stock Bank, Pension Fund	178	9	3
	£1,886	3	10

	£	s.	d.
Brought forward	1,886	3	10
No. 1 Mortgage, Balance	210	0	0
" 3 " "	190	0	0
" 4 " "	230	0	0
" 5 " "	180	0	0
In Treasurer's hands	18	10	5
	£2,714	14	3

Audited and found correct.

Arthur Thomas Tough,
Joseph William Wheeler,
Robert William Troubridge, } *Auditors.*

W. J Skilton, *Secretary.*
G. H Ardley, *Treasurer*

16th May, 1901.

Appendix.

28th day, No. 4.

4. List of Barge Owners on the River Thames who navigate under oars.

(Handed in by Mr. G. H. Ardley on the Twenty-eighth day. See Question 11110.)

Messrs. Charrington, Sells, Dale & Co.
" Downey.
" C. Chantler.
" S. Isaacs.
" Pells.
" E. Taylor.
" Stewart.
" Tarbard.
" Gardner & Tomlin.
" B. Smith.
" Denny.
" Clippingdale and Thornhill.
" Aste.
" Groves.
" Fletcher.
" Cripps.
" A. & P. Keen.
" Fielder.
" Lucey.
" Maxwell.
" Applegate.
" Beckett Bros.
" Darling Bros.
" Moss Litter Co.
" Cooper and Nicols.
" Ison.
" Kelly.
" Jameson & Palmer.
" McDougall and Bonthron.
" Creed.
" Darnell.
" Johnson.
" Pinks.
" Bovill.
" Dudin.
" T. Beard.
" Stanfield.
" Baxter & Hoare.
" Squire & Calver.
" Crosse & Blackwell.
" Francis (of Charlton).
The Standard Ammonia Co.
Messrs. Birt, Bolton & Hayward.
" A. Hampton.
The London Storage Co. (Dudgeons' Wharf).
Messrs. Hammond.
" Bowley (Battersea).
" Lee & Jerdein.
" Stiff.
" Smith, N.

Messrs. Dixon (Deptford Creek).
" W. F. Watts.
" Ward (Pimlico).
" S. Murray.
" West (Greenwich).
" Wallis (Nine Elms).
" N. Dixon (Rotherhite).
" Braithwaite & Dean.
" Everest.
" W. Marriot.
" H. Cunis.
" B. Bogg.
" D. Sheen.
" Forbes & Abbotts.
" Morgan.
" Paton.
" Price.
" Knights (Pimlico).
" The South Eastern Railway Co.
" Dinham, Fawcus & Co.
" Wilkie & Soames.
" Hinton & Horne (Bankside).
" Owen (Ratcliff).
" Courage & Co.
" H. Berry.
" Martin.
" W. Fisher.
" Cundall.
" Pope.
" Hore & Scrivener.
" Drake.
" Boulcotts (Timber Merchants).
" P. Webber.
" Webster (Bow Creek).
" Husband (Acorn Wharf).
" T. & W. Henderson (Knights' Lighterman).
" Trundle (Bankside).
" D. N. Howell (Sufferance Wharf).
" Gabriell.
" Dussek Bros. & Co. (Surrey Canal).
" Record.
" Harrill (Coal Merchants).
" Bellamy's Wharf.
" Bailey, Toms & Co.
" Shepherd (Bow Creek).
" Tanner & Sons.
" Bew.
" Ixard.
" Rickett, Cockerell & Co. (F. Berry, Lighterman).
" Hills.

5. RULES of the AMALGAMATED SOCIETY OF WATERMEN AND LIGHTERMEN of the River Thames, affiliated with the Society of Watchmen of the Port of London.

Instituted June, 1872.

(Registered under the Trades Union Acts, 1871 and 1876, the 8th day of December, 1879).

(Handed in by Mr. Harry Gosling on the Twenty-eighth day. See Question 11132.)

I.—Name and Composition of Society.

Clause 1. This Society shall be called the "Amalgamated Society of Watermen and Lightermen of the River Thames," and shall consist of an unlimited number of watermen, lightermen, and apprentices who have obtained current licences from the Watermen's Company. This rule not to apply to apprentices whose term of servitude does not exceed two years, or who are under 16 years of age.

2. It shall be composed of a registered general office, and branches in London and elsewhere.

The general office being at 19, St. Mary-at-Hill, E.C., or any other place if so directed by the Executive Council, and such general office must be registered as per Trades Union Acts, 1871, and Amendment Act, 1876.

3. The funds of the Society shall be districtised, *i.e.*, be divided into three parts, from London Bridge north side down; from London Bridge south side down; from London Bridge north and south sides up.

4. The place of meeting of each branch is to be determined by its members, subject to the consent and authority of the Executive Council; the branches to be situate as near the River Thames as convenient.

5. The hours of business in branches to be from 8 to 10 p.m., but should the business be of such a nature as to demand it, the President may, with the consent of the members, prolong the meeting.

II.—Affiliation.

Any member of the Society of Watchmen of the Port of London may become a member of this Society for the purpose of insuring death allowance.

III.—Objects of the Society.

Clause 1. The objects of the Society are by weekly subscriptions to produce a fund:—

(*a*) To protect the interests of its members and regulate the relations between workmen and employers.

(*b*) To uphold the maximum rate of wages, and make such improvements in the same as the state of trade may from time to time warrant.

(*c*) To provide a fund for funeral benefit.

(*d*) To provide for law and other expenses in relation to their employment; management, demonstrations, assistance to members, or kindred societies, when ordered by the Executive Council, or as herein provided for by the following rules.

IV.—Qualification for Membership.

Clause 1. A waterman, lighterman, or apprentice desirous of becoming a member of this Society must be above the age of 16, and be nominated by a member of the branch he wishes to join, and seconded by another member of the same.

2. On the nomination of a candidate, he shall be furnished with a book of rules, for which he shall pay 2d., together with part of the entrance fee; the remainder to be paid on the night of his election.

3. Every candidate must, if elected, make the following declaration:—

I, ————————, do hereby most sincerely and solemnly declare on my honour, and before the officers and members of this Society, here in branch assembled, that having examined its rules, I will strictly abide by and adhere to the same, and will use my best endeavours to promote the interest of this Society, and the welfare of its members, by all and every legitimate means at my disposal, and will at all times study the interest of its members by aiding, assisting, or employing them in preference to those who are not associated in this bond of brotherhood.

4. The President shall then take the initiate by the right hand, and thus address him:—

Brother,—I have now to inform you the ceremony of your entrance into this our Society is complete, and have great pleasure in congratulating you as a brother among us, and also in introducing you to our officers and brethren present, and am led to hope that the solemn declaration you have just made will never be effaced from your memory, but that you will at all times act and conform to the rules there laid down. He shall then introduce him to the Secretary, who shall furnish him with a card of membership, upon payment of the usual fees.

V.—Entrance Fees, Contributions, Death, Etc., Allowances.

Clause 1. The entrance fee into this Society shall be, for a freeman, 5s.; an apprentice, half a crown; the weekly contributions, 3d. per member; and such levies as may be ordered by the Executive Council. Fines and levies to be paid before contributions.

2. Each member shall pay 6d. per quarter, which shall be retained in the branch, and shall be used to pay the Secretary and other officers branch expenses, and to create a Benevolent Fund.

3. Any member being twelve weeks in arrears, the Branch Secretary shall furnish him with a written notice of the same, for which he shall be charged 1d. Members thirteen weeks in arrears will be fined 6d., and suspended from all benefits until four weeks from the time of clearing the books.

4. If any member be 26 weeks in arrears his name shall be erased from the Society's books, and he shall forfeit all claims thereon, and cease to be a member; but in case of dispute of arrears he shall be allowed to appeal in writing to the Executive Council, directed to the Secretary—who shall summon Branch Secretary to attend, with his books, and then (the Council) shall decide the dispute thereon, such decision to be final.

5. Each member shall be half free and entitled to half death allowance for trade members at the expiration of 26 weeks, and free at the expiration of 52 weeks, from the date of his joining this Society, provided he has paid the entrance fees, fines, and levies according to these rules.

6. On the death of any half free member, his nominee, upon proof of such member's death by official certificate from Registrar's office, or other clear proof, shall receive the sum of £3 10s. from the funds of this Society, and if free £7; such nominee not being an officer or servant of the Society unless such nominee be the wife, father, mother, child, brother, sister, nephew, niece of nominator, or other person who is not an officer or servant of this Society, upon good and sufficient proof of his or her claim, who shall give a stamped receipt for same signed and witnessed.

7. In the event of a member being missing, if there is reasonable cause to suppose him to be deceased, the Secretary shall, after 12 weeks have elapsed without tidings of him, pay his nominee at the general office his death allowance.

8. If any member at his decease being entitled to death benefit has not bequeathed his property to any person by will nor made nomination according to rule, the Society may see a decent funeral performed at an expense not exceeding the allowance of the Society, and the surplus (if any) be paid to the legal claimant; but if no such legal claimant appear, the said surplus to be added to the funds of this Society.

9. At the death of any member his nominee must give notice in writing to the Secretary at the general office, who shall, upon proof, and after going through the accounts of such deceased member, deduct all arrears of contributions, fines, and levies, pay such nominee the death benefit according to these rules.

VI.—Members Lending Cards.

Clause 1. Any member assisting another man, not a member, by lending his card of membership, shall be subject to a penalty of 20s. for the first offence, and for

Appendix. 18th Day, No. 5—continued.

the second offence he shall be liable to expulsion from this Society, subject as aforesaid to the decision of the Executive Council; and in all cases where fines are inflicted, no contributions shall be taken unless such fines be paid.

2. Any member of this Society misconducting himself in any way, if such misconduct be brought under the notice of his branch, will be subjected to a penalty not exceeding 10s. for the first offence; the second, 20s.; and upon a repetition, the Executive Council shall have the power to decide even to the extent of withdrawing his card of membership.

VII.—Taking Apprentices.

Clause 1. Any member of this Society wishing to take an apprentice must make an application to his branch, and with the consent of its members, he may take one, but no member shall sign any apprentice's paper out of his lodge. Infringement of the rule shall be dealt with under Rule 6, Clause 2.

2. No member shall take an apprentice for a less period than five years, on pain of expulsion. This rule is subject to the definition of Sections 46 and 47 of the Thames Watermen and Lightermen's Act, 22 and 23 Vict., Cap. 133, Section 2, 1859.

VIII.—Misrepresentation.

Any person joining this Society under false pretences shall, upon the same becoming known to the Executive Council, be expelled from this Society, and shall forfeit all moneys paid into the Society and all claims thereon.

IX.—Trade Disputes, Etc.

Clause 1. Should at any time a dispute arise between employer and workmen, the nature of which is likely to prove injurious to the interest of the members of this Society, or the body at large, the same must be made known immediately to the General Secretary, who shall instruct the members what steps to take, and shall call his Council together at once.

2. If at any time a member or members should take action without consent of the General Secretary or Executive Council, they shall, under no pretence whatever, receive any support from the funds of this Society.

3. But if unfortunately the nature of the dispute be unavoidable or of such a character as not to be settled (after an attempt of reconciliation proves ineffectual), the members so thrown out of employ shall receive full support of the Society.

4. If in the event of any of the members of this Society being desirous of an increase of pay or reduction of hours of labour, they must lay full particulars of the same before their respective branches, and should the members after discussion agree that their desire would be to the interests of the Society, the Branch President or Secretary must forward copy of resolution to general office, when the same shall be laid before the Executive Council for their consideration and decision.

5. In the event of any other society or societies who are involved in a dispute asking the assistance of this Society, they shall first prove to its satisfaction that they have taken every possible action themselves. In no case shall any action be taken unless after having taken a vote of the members by circular or ballot, three-fourths of those who have voted are in favour of taking part in the dispute.

X.—Law Cases and Compensation.

Clause 1. Any free or half free member making application for assistance in law proceedings, such as for illegal navigation, infringement of the laws of sculling, damage to scullers' boats, recovery of wages and watermen's fares, or any infringement of the Watermen's Act (and bye-laws), must state their case to the members present in branch, and if entertained the Branch Secretary shall forward a copy of resolution under stamp immediately to the General Secretary at the general office.

2. Any member compromising a case (after the Society has commenced legal proceedings) without the permission of the General Secretary or Executive Council shall be expelled from this Society, subject to an appeal to Executive Council, who may deal with such member under Rule 6, Sec. 2.

3. Any costs obtained by the member must be paid into the district funds, and at the termination of each case the applicant and witnesses shall be paid at general office at the rate of 6s. per day each, and third class travelling fare when the distance exceeds three miles.

XI.—Turning Out Goods.

Clause 1. No member of this Society will be allowed to turn out goods from one barge to another after his day's work is finished; for the first offence, on being proved, he shall be fined 5s.; second offence, 10s.; and upon a repitition be suspended from this Society, subject to the decision of the Executive Council.

2. Any member of this Society bringing a charge against another brother must do so in writing, and failing to substantiate the same, shall be liable to pay all the expenses that the brother has incurred, and shall be suspended from all benefits until such expenses are paid.

XII.—Members Going to Sea.

Any free member of this Society going to sea shall pay up all arrears due at the time of his departure, when his contributions shall be reduced to 2d. per week, which sum shall entitle him to death benefit only. He must, during his absence, communicate his whereabouts to the Secretary once in every 26 weeks, and clear the books or forfeit death benefit; if he becomes over 52 weeks in arrears, his name shall be erased from the books. But if he returns and within the said 52 weeks give notice of such return to his Branch Secretary, clear the books, and produce a medical certificate of health, if satisfactory, he shall be put on contributions and benefits to the same extent as before he went to sea.

XIII.—Visiting Members.

Clause 1. Any member attending a general meeting, or visiting a branch meeting other than that which he is a member of, must produce his card to the doorkeeper before he enters, or be vouched for by a member.

2. Visiting members shall not take part in any business or discussion without the express permission of the presiding officer. A visiting member is subject to the same fines and restrictions as would be inflicted at his own branch.

3. Every member shall sit uncovered during the hours of business, or will be liable to a fine of sixpence.

XIV.—Members to Carry Cards, Sunday Orders, etc.

Clause 1. All members of this Society must carry their card of membership with them, so that in the event of them requiring advice or assistance in their business, the same may be afforded them on application to a brother, always providing that the rendering of such assistance would not be injurious to the members so appealed to, or any member of this Society.

2. Any member attending for orders on Sunday shall be paid as if at work. Members infringing this rule shall be fined for the first offence 10s., and for the second, any sum not exceeding £1.

3. Any member of this Society supplanting another in a firm where there is a dispute pending, shall be summoned before the Executive Council and fined according to his misconduct, even to the extent of depriving him of his card of membership.

4. Members shall produce their cards to members of any other trade society, provided that they produce their card of membership.

XV.—Branch Officers.

Clause 1. Each branch shall be under the management of a president, vice-president, secretary, assistant secretary, and doorkeeper, when necessary, who shall all be free members, and above the age of twenty-one years. But if found expedient, others than freemen may be elected to the office of Branch Secretary.

2. Nomination and election of the above officers to take place on the quarterly night in December of each year. Members eight weeks in arrears or absent not eligible. Elections to be by show of hands, the majority to rule.

3. In the event of a nominee not wishing to be elected, he must at once object or be fined five shillings. Should there be a difficulty in getting officers on the night of election, the roll shall be called, and each member refusing to stand shall be fined sixpence.

XVI.—Branch President's Duties.

The Branch President shall open, preside at, and close all branch meetings, and conduct them with propriety and order. He shall record and read the minutes of each meeting, and request the members present to confirm or reject them, wholly or in part, after

which he shall sign such minutes as are confirmed. He shall also read all correspondence that has ensued since the last meeting. He shall not allow any proposition, amendment, or rider to be entered in the minute books unless seconded; he shall not have power to move or second a resolution, but shall have the casting vote only. He shall have power to inflict the fines upon any member for breach of any of these rules, and cause the same to be entered in the secretary's book.

XVII.—Duties of Branch Secretary.

Clause 1. The duties of Branch Secretary shall be to attend all meetings of his branch, to receive all fees, contributions, fines and levies, and enter receipt on and initial members' contribution cards, and stamp the same at the end of each quarter for all paid up members, and also enter same in the books provided for that purpose. He shall transmit within forty-eight hours after receipt of same all cash by P.O.O. or otherwise, payable to M.————, General Secretary, at ————P.O. together with a printed form, headed as per Branch Cash Account, filled by Assistant Secretary, for which he shall receive a receipt, and file the same.

2. He shall at the end of every thirteen weeks send to the General Office a list of names and addresses of all members free and half free to benefits, also members erased from the books with cause of such erasure, transferred members and the branch transferred to, names and addresses of all new members, also names of members who have died during the quarter.

3. He shall send a printed notice to each member twelve weeks in arrear, with amount of contributions, fines and levies due, also on the twenty-fourth week, and request payment of same. For each notice he shall charge the member 1*d.*, and a fine as per Rule 4. A Branch Secretary failing to send such notice shall be fined 6*d.* for each omission.

4. He shall keep his books in an intelligible manner, and on a uniform system with other branches, so that the auditors shall not experience any difficulty in adjusting his accounts, and shall keep all books and receipts, in a box provided for the same, in his branch.

5. The secretary shall keep a nomination book wherein he shall enter the names of persons nominated to receive funeral allowances, and shall request the nominator to sign his name opposite the name of his nominee, attested by two, witnesses.

6. He shall transfer members in accordance with Clause 2. He shall issue a balance sheet of the income and expenditure of the branch funds quarterly.

7. He shall, when authorised by the President, write to the General Secretary respecting applications from members for assistance, as per Rule 10. All such communications must be endorsed with Branch stamp, or they will not be considered official.

8. He shall send a notice to al lmembers of special Branch meetings, such notice to be by postcard, and postage of such notice shall be deemed delivered, and charge members 1*d.* for same. Branch Secretary failing to send such notice shall be fined 6*d.* for each omisssion.

9. His attendance at Branch meetings at their opening time must be regularly and punctually made, and should he be absent therefrom one hour after opening time he shall be fined 6*d.*, if absent the whole of the meeting he shall forfeit pay for that evening, in addition to the above fine.

XVIII.—Duties of Assistant Branch Secretary.

The duties of Assistant Branch Secretary shall be to attend and assist the Branch Secretary at all meetings of his branch.

XIX.—Duties of Doorkeeper.

The duties of doorkeeper shall be to attend all meetings of his branch, and admit no persons, other than members, unless by permission of the President.

XX.—Branch Officers' Salaries.

The whole of the aforesaid officers, viz.: President, Secretary, Assistant Secretary, Doorkeeper, and Auditors, shall be paid from the Branch Management Fund as the members may determine from time to time. (See Rule 35, Clause 5).

XXI.—Preservation of Good Order.

Any member using abusive or obscene language, swearing or obstructing the officers in the execution of their various duties, or in any way interrupting the business o fthe Society shall be fined 1*d.* for the first offence, 3*d.* for the second, and for the third offence be expelled from the meeting for the remainder of the evening.

XXII.—Prohibition of Petitions and Cards.

Any member introducing any petition, benefit card, or any card, ticket, or bill other than those in connection with the business of this Society during the hours of business of the branch (without the consent of the president) or any other meeting of this Society, shall be fined 1*s.*

XXIII.—Change of Residence.

When any member changes his residence or has his address altered, he shall give notice thereof in writing to his Branch Secretary within seven days after such removal or alteration in the following form:

I removed from, or my address has been altered from, (here give the old address) to (here give the new address) on the day of 19.

Name ————————

Number of Card ————————

or for neglect thereof be fined 3d. If, through the omission to give such information, any letter or notice sent to a member by the Society should be returned, he shall be subject to the same fines.

XXIV.—Transfer of Members.

Any members wishing to be transferred to another branch must apply to his Branch Secretary, and pay all arrears; the Secretary may then transfer him to the branch he is desirous of joining, and shall stamp his card on the last date of payment. No branch shall accept any transferred member except in strict accordance with this rule.

XXV.—Members Seceding.

Should any officer or member attempt either publicly or privately to induce any branch or district to secede from this Society, he shall be expelled and forfeit all claims thereto, and not be allowed to rejoin the Society, the case being first considered by the Executive Council.

XXVI.—Inspection of Books.

The books and accounts of this Society and a list of names of its members shall be open to the inspection of every person having an interest in the funds of this Society during office hours at the general office. And any person other than a member applying at the office for a book of rules must be furnished with the same on payment of one shilling.

XXVII.—Embezzlement of Society's Property.

If any officer, member, or other person, being or representing himself to be a member of this Society, or the nominee, administrator, executor, or assignee of a member thereof, or any other person whatsoever by false representation, imposition, or in any way obtaining possession of any monies, securities, books, papers, or others effects of this Society, or having the same in his possession, wilfully withhold or fraudently misapply the same, or wilfully apply any part of the same to purposes other than those expressed or directed by these rules, or any part thereof, he will be proceeded against as the law directs.

XXVIII.—Dissolution of the Society.

Clause 1. Should at any time the number of members of this Society become less than 200, it may be dissolved by consent of four-fifths of the members who are in benefit at the time of taking the votes; and every member thus in benefit who votes for the dissolution shall sign a petition to that effect at his branch meeting, the same to lie open for signature four consecutive weeks.

2. The petition containing the names shall be sent to the general office within three days after the said four weeks.

3. The Executive Council shall issue the result of the voting to the various branches, to be read on their next meeting night respectively, and if the requisite number of votes is obtained for the dissolution of the Society, the same shall be dissolved accordingly, and all the funds and property of the Society shall be equally divided amongst the members in benefit.

Appendix.

28th Day, No. 5—continued.

XXIX.—General Office.

The general office shall be held intact and be used by the officers, and for the general purposes of the Society. Office hours shall be from 10 a.m. till 5 p.m., Saturdays 10 a.m. till 3 p.m. During office hours the Assistant Secretary shall be always in attendance, unless otherwise ordered.

XXX.—Appointment of Officers.

1. There shall be a General Secretary, who shall keep the books of the general office, and shall record all monies that shall be paid in the said office from time to time. He shall be in attendance each morning to receive correspondence or any business requiring his attention, but should he have cause to absent himself during any part of the day, information shall be posted at the office as to where he may be found, and the time of his return. He shall not enter into any business or engagement other than connected with this society, but must devote the whole of his time to its interests. He shall have the payment of his own and other officers' salaries and expenses. At the close of each week, after having paid the claims and working expenses connected with his office, he shall balance the accounts and deposit the surplus over and above £25 in a bank appointed by the Executive Council. He shall compile and prepare an account of income and expenditure, and produce all books and documents belonging to his office to the Finance Committee each quarter, and forward copy of same to the Executive Council, and shall also forward copy of the general statement to the Registrar of Friendly Societies in accordance with the requirements of the Trades Union Acts, 1871 and 1876. The Secretary is hereby authorised in conformity with the 9th section of the 34 and 35 Vic., cap. 31, passed in 1861, to bring or defend, or cause to be brought or defended, any action, suit, prosecution, or complaints, in any court of law or equity, touching or concerning the property, right or claims to property of this Society, but all action of the Secretary may be set aside by the vote of the Executive Council. He shall issue a list of the names of the whole of the members.

2. There shall be an Assistant Secretary, whose duty shall be to act in conjunction with the General Secretary in all matters connected with the Society, and shall be in attendance at general office during office hours.

3. There shall be an organiser whose duties shall be defined by the Executive Council.

4. There shall be a Treasurer and a Finance Committee (in all four members), who shall attend the general office one evening each quarter to receive a financial statement from the Secretary. They shall examine all accounts, and if found satisfactory shall pass the same, when the Treasurer shall, jointly with the said committee, sign all cheques and accounts requiring their signatures. They shall report at the Council at each of its sittings the financial position of the Society.

XXXI.—Mode of Election and Removal of Officers.

Clause 1. The General Secretary, Assistant Secretary, Organiser, and General Treasurer shall be elected by the whole of the members of the Society, and shall vacate office on the 31st of December each year.

2. Should the above officers wish to resign, they shall give one month's notice in writing to the Executive Council, and should the said Council at any time wish to dispense with their services they shall give one month's notice. In the event of any officer dying, resigning, or being removed prior to the date of election, the Executive Council shall appoint a person to fill up the vacancy.

3. Each district shall elect one member to compose the Finance Committee.

4. Should either of these officers wish to resign they shall give one month's notice in writing to the Executive Council, and should the said Council at any time wish to dispense with their services they shall give them one month's notice. In the event of either of the aforesaid officers dying, resigning, or being removed prior to the date of election, the Executive Council shall appoint a person or persons to fill up the vacancies temporarily.

6. Each of the above officers shall vacate his office on the 31st December yearly.

7. Any officer or member of the Committee may be removed at any time by a resolution of the majority of the members present at any meeting called for that purpose.

8. The Sub-committee of Management shall call a general meeting of the Society upon the written requisition of twenty-five members within twenty-one days of the receipt of such requisition.

XXXII.—Executive Council.

Clause 1. Unless otherwise ordered there shall be a quarterly council at the general office, composed of the delegates from each district, and each of the officers, who shall have power to decide all matters of general importance, and shall have control over general funds. The council to elect a chairman at each meeting.

2. They shall institute legal proceedings against all officers or members who may in any way defraud the Society, and against any of the Finance Committee who may refuse to sign cheques, and deliver up to any person appointed by the Executive Council to receive the same, all receipts, checks, vouchers, books, deeds, and securities or properties of this Society.

3. The Executive Council shall have power to decide upon all questions wherein these rules are silent, and shall to all intents and purposes be considered a court of appeal.

4. All vouchers, deeds, papers, securities, and other properties belonging to the Society shall be kept at the general office.

5. The delegates shall be elected direct by the members from the districts, on the basis of one delegate for every 150 members.

6. The number of delegates for the first election to be twelve: North District five, South District four, Upper District three, but this proportion of representation shall be reviewed prior to subsequent elections.

7. There shall be an unlimited nomination for the executive, but no branch to have more than two members on that body. The Executive Council to appoint a sub-committee of three (a member of each district) to carry on the work in the intervals of executive meetings, and prepare a report for the next meeting. The delegates of the several districts shall be considered as District Councils for dealing with matters of finance only, and for this purpose shall be called together not less than once a quarter. The sub-committee shall meet once every three weeks, and shall have control of and define the duties of the executive officers.

XXXIII.—Payment of Officers.

The salaries of the officers shall be:

General Secretary, £110 per annum.

Assistant Secretary, £100 per annum.

Organiser, £100 per annum.

All expenses of officials to be paid for as disbursed, subject to scrutiny by the Executive Sub-Committee.

Treasurer and Finance Committee 10s. each per quarter and travelling expenses.

All delegates to general conference shall be paid (from district fund): Day meetings, six shillings; evening meetings, four shillings; and expenses. Delegates to District Councils to be paid by arrangement in their respective districts.

XXXIV.—Auditor.

The Executive Council shall, if found necessary, at their first meeting in every year appoint a professional accountant, who shall in no wise be recommended.

XXXV.—Funds of the Society.

1. One penny per head per week shall be paid to the general office for the purpose of providing a fund to meet burial claims and maintenance of general office, but the amount expended for office maintenance shall not exceed one-half of this fund.

2. Every member of the Society of Watchmen of the Port of London who shall pay one penny per week into this fund, shall be entitled to the same benefits, under the same conditions as are provided for other members of this Society out of this fund.

3. One penny per head per week, and all levies ordered by the Executive Council, shall be paid to the general office for general purposes; out of which officers' salaries and expenses shall be paid. Any deficiency on this fund shall be made up proportionately to the membership of each district from the district funds.

4. One penny per head per week, together with all entrance fees and fines, etc., shall be under the control of the District Councils in the district in which the funds are collected.

5. Each member shall pay 6d. per quarter, which shall be retained in the branch, and shall be used to pay the secretary and other officers' branch expenses, and to create a benevolent fund.

XXXVI.—New Rules and Alterations.

No new rules shall be made, nor any of the rules herein contained or hereafter to be made shall be amended, altered, or rescinded, unless at a special council, specially convened for the purpose, and representing the whole of the members of this Society, when the majority of the delegates of such meeting consent to the same.

These rules to be known as the rules of 1900, and all other rules are hereby repealed. No plea of ignorance of these rules will exempt any member from the penalties herein contained.

No. List of Branches.

1. "The Green Dragon," Charles Street, Stepney.
2. "Builders' Arms," Grundy Street, Poplar, E.
3. "Southwark Park Tavern," Southwark Park Road, S.E.
6. "King's Arms," High Street, Brentford.
8. "Waterman's Arms," Wandsworth, S.W.
9. "Ship and Whale," Derrick Street, Rotherhithe.
12. "City Arms," Victoria Docks, E.
13. "Beehive," Bridge Street, Greenwich.
14. "Goat Tavern," Queen Street, Horselydown.
15. "Europa Tavern," Union Road, Rotherhithe.
16. "Crown and Cushion," Watergate, Woolwich.
17. "Cherry Tree," Bromley, E.
19. "Raven," Church Road, Battersea.
20. "Cock and Bottle," China Walk, Lambeth.
21. "Bricklayers' Arms," Fenton Street, Commercial Road.
22. "Queen's Head, York Square, Stepney, E.
23. "Old Ship Tavern," Upper Mall Hammersmith, W.
24. "The Old Ship," Horse Fair, Kingston-on-Thames.

We, the undersigned members of the Amalgamated Society of Watermen and Lightermen of the River Thames, hereby subscribe our names in accordance with the 6th Section of the Trades Union Act, 34 and 35 Vic., chap. 31.

Alfred Henry Hogg.
John Winger.
Alfred Finnis.
J. H. Chelton.
B. Channen.
J. C. Watts.
Harry Gosling.

Trade Union Acts, 1871 and 1876.

Certificate of Registry of Complete Alteration of Rules.

Amalgamated Society of Watermen and Lightermen of the River Thames, a Trade Union.

Register No. 318.

It is hereby certified that the set of rules, copy whereof is appended hereto, has been registered under the above-mentioned Acts, in substitution for the set of rules already registered for the above mentioned Union, this 8th day of March, 1900.

E. W. B.

6. Report and Accounts of the Amalgamated Society of Watermen and Lightermen of the River Thames for the Year ending 31st December, 1900.

(*Handed in by Mr. Harry Gosling on the Twenty-eighth day. See Question 11133.*)

The Amalgamated Society of Watermen and Lightermen of the River Thames, with which is affiliated the Society of Watchmen of the Port of London.

Report upon Accounts, year ended 31st December 1900.

The annexed accounts have been carefully audited by me, and the same have been fully vouched. The cash in hand has been produced for my inspection and the bank balances duly verified.

The total accumulated funds of the society now amount to 479*l.* 12*s.* 1*d.*, which, taking into consideration the fact that the sum of 833*l.* 7*s.* 8*d.* was contributed to the strike fund, is very satisfactory.

The balance standing to the credit of the Watchmen's Society amounts to 74*l.* 3*s.* 0½*d.*

The balance-sheet and accounts of the strike fund will be issued to the members very shortly.

H. Waissen Wilson, Chartered Accountant,
12, Trinity Square, Tower Hill, E.C.

30th April, 1901.

The Amalgamated Society of Watermen and Lightermen of the River Thames.
Balance Sheet, 31st December, 1900.

Dr. Liabilities.	£ s. d.	£ s. d.	Assets.	£ s. d.	*Cr.* £ s. d.
To Capital Account:			By Office Furniture	71 17 7	
Balance 31st December, 1899	274 16 3		Less depreciation written off	3 11 7	
Add excess income over expenditure, as per detailed account annexed	116 19 5				68 6 0
		391 15 8	„ Cash in hand and at bank:		
District Funds—			North district	121 19 5	
North District:			South „	28 6 3	
Balance 31st December, 1899	164 1 3½		Upper „	5 16 9	
Less excess expenditure over income, as per detailed account annexed	42 1 10½		Maintenance of general office and death fund	323 9 8	
		121 19 5			479 12 1
South District:					
Balance 31st December, 1899	83 11 8				
Less excess expenditure over income, as per detailed account annexed	55 5 5				
		28 6 3			
Upper District:					
Balance 31st December, 1899	78 0 8				
Less excess expenditure over income, as per detailed account annexed	72 3 11				
		5 16 9			
		£547 18 1			£547 18 1

I have examined these accounts with the books of the Union, and certify the same to be in accordance therewith and showing the correct financial position of the society at the above date.

H. Waissen Wilson, A.C.A.,
Chartered Accountant,
12, Trinity Square, Tower Hill E.C.

30th April, 1901.

Appendix.

28th Day, No. 6—contiuued.

General Purposes Fund.

Income and Expenditure Account, 1st January to 31st December, 1900

Dr. Expenditure.	£ s. d.	£ s. d.	Income.	£ s. d.	£ s. d.	Cr.
To Salaries and Expenses—			By contributions per the Districts, viz.:—			
H. Gosling	142 17 0		North	550 3 6		
B. Channen	123 5 10		South	407 2 5		
J. H. Chelton	104 1 1		Upper	259 6 0		
C. Taylor	31 10 0				1,216 11 11	
		401 13 11				
To Delegates		14 13 6	By contributions per the Watchmen's Society		117 6 0	
„ Doorkeepers		2 1 6	„ Legal aid contributions		9 19 0	
„ Scrutineers		10 14 6				
„ Hire of Halls for Meetings		16 17 6				
„ Printing and Postage		12 5 10				
„ Trades Union Reports		1 4 0				
„ Trades Congress Fee		3 10 0				
„ Dispute Pay		29 19 6				
„ Boat Hire		1 15 0				
„ Legal Expenses		3 8 0				
„ General Meeting Expenses		0 6 6				
„ Donation, Clyde Tug Boatmen		10 0 0				
„ Contribution to Strike Fund		833 7 8				
„ Legal Aid Expenses		1 19 6				
		£1,343 16 11			£1,343 16 11	

Maintenance of General Office and Death Fund.

Income and Expenditure Account, 1st January to 31st December, 1900.

Dr. Expenditure.	£ s. d.	£ s. d.	Income.	£ s. d.	£ s. d.	Cr.
To death claims, viz. :—			By contributions per the Districts, viz. :			
Burridge, R. J., No. 3 Branch	7 0 0		North	189 19 1		
Collier, F. No. 1 „	7 0 0		South	142 3 9		
Doust, C. No. 13 „	7 0 0		Upper	92 10 6		
Essex, E. No. 19 „	7 0 0				424 13 1	
English, E. No. 12 „	7 0 0		By contributions of the Watchmen's Society		54 16 3	
Fleetwood, T. No. 6 „	7 0 0					
Gwynn, W. No. 3 „	7 0 0					
Griffiths, T. No. 21 „	7 0 0					
Hough, W. No. 2 „	3 10 0					
Haywood, H. No. 20 „	7 0 0					
Hoskins, C. J. No. 13 „	7 0 0					
Huntingford, T. J. T. No. 16 „	7 0 0					
Humphries, H. No. 6 „	7 0 0					
Ireland, J. G. No. 13 „	7 0 0					
Johnson, G. E. No. 19 „	7 0 0					
Johnson, D. J. No. 13 „	7 0 0					
Johnson, H. No. 19 „	7 0 0					
Pinfold, J. No. 20 „	7 0 0					
Stacey, W. No. 1 „	7 0 0					
Stritten, J. No. 12 „	7 0 0					
Swaisland, J. A. No. 13 „	7 0 0					
Taylor, J. W. No. 8 „	7 0 0					
Wainwright, J. No. 3 „	7 0 0					
Wood, J. No. 24 „	7 0 0					
		164 10 0				
To Finance Committee		6 17 2				
„ Stationery and printing		28 9 6				
„ Postages and telegrams		14 1 6				
„ Corresponding secretary's expenses		1 19 0				
„ Accountancy		25 0 0				
„ Legal expenses		14 10 6				
„ Rent and gas	80 0 0					
„ Cleaning and firing	18 3 3					
		98 3 3				
„ Newspapers	2 12 0					
„ Gratuity to postman	0 10 0					
„ Office requisites and repairs	1 15 8					
„ Registration of rules	0 10 0					
		5 7 8				
„ Depreciation of office furniture		3 11 7				
		362 10 2				
„ Balance being excess income over expenditnre carried to capital account		116 19 5				
		£479 9 7			£479 9 7	

NORTH DISTRICT.—Income and Expenditure Account, 1st January to 31st December, 1900.

Dr. EXPENDITURE.	£ s. d.	£ s. d.
To Death Fund		189 19 1
,, General Purposes Fund		550 3 6
,, Printing and Stationery		17 2 9
,, Postages		10 4 11½
,, Delegates' Fees		16 16 4
,, Legal Expenses		27 8 3
,, London Trades Council Fees		3 6 8
,, Donations:—		
J. Burns, Wages Fund	2 2 0	
W. Crooks ,,	2 2 0	
W. Steadman ,,	2 2 0	
T. McCarthy Fund	2 2 0	
		8 8 0
,, Presentation Medals		1 3 6
,, Porterage		0 17 0
,, Removing No. 2 Branch, Band, &c.		2 6 0
,, Repairs No. 12 Branch		0 5 0
,, ,, No. 2 ,,		0 2 0
		£828 3 0½

INCOME. Cr.	No. of Branch.	Contributions.	Fines.	Levies.	Entrance Fee.	Rules.	Totals.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	1	211 1 9	3 16 6	0 3 0	62 14 6	1 13 2	279 8 11
	2	129 15 9	0 3 3	0 6 6	53 19 6	1 19 2	186 4 2
	12	57 12 9	0 11 6	0 2 6	22 18 0	0 4 4	81 9 1
	17	40 8 0	0 10 6	0 9 5	17 5 6	0 13 0	59 6 5
	21	40 15 6	0 6 0	0 1 3	15 12 0	0 9 8	57 4 5
	22	101 3 9	1 10 6	0 8 3	18 12 6	0 13 2	122 8 2
		580 17 6	6 18 3	1 10 11	191 2 0	5 12 6	786 1 2
By Balance Excess Expenditure over Income							42 1 10½
						£	828 3 0½

SOUTH DISTRICT.—Income and Expenditure Account, 1st January to 31st December, 1900.

Dr. EXPENDITURE.	£ s. d.	£ s. d.
To Death Fund		142 3 9
,, General Purposes Fund		407 2 5
,, Printing and Stationery		12 5 2
,, Postages		7 16 0
,, Delegates		6 8 6
,, London Trades Council Fees		3 6 8
,, Legal Expenses		26 0 2
,, Donations:—		
J. Burns, Wages Fund	2 2 0	
W. Crooks ,, ,,	2 2 0	
W. Steadman ,,	2 2 0	
		6 6 0
,, Repairing No. 3 Banner		3 14 0
,, Box, No. 9 Branch		0 4 0
,, Sundries		0 10 0
		£615 16 8

INCOME. Cr.	No. of Branch.	Contribution.	Fines.	Levies.	Entrance Fee.	Rules.	Totals.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	3	168 1 3	2 2 0	0 12 0	27 10 0	1 0 10	199 6 1
	9	23 1 0	0 17 6	0 5 9	6 3 0	0 6 6	30 13 9
	11	3 13 3	0 0 6	—	5 17 6	0 3 10	9 15 1
	13	81 17 6	2 1 6	0 1 6	28 2 0	1 0 0	113 2 6
	14	82 4 6	1 9 6	0 2 6	24 13 6	0 16 6	109 6 6
	15	44 19 3	0 15 6	0 0 3	15 10 6	0 11 4	61 16 10
	16	22 14 6	0 3 0	—	13 4 0	0 9 0	36 10 6
		426 11 3	7 9 6	1 2 0	121 0 6	4 8 0	560 11 3
Balance being Excess Expenditure over Income							55 5 5
						£	615 16 8

UPPER DISTRICT.—Income and Expenditure Account, 1st January to 31st December 1900.

Dr. EXPENDITURE.	£ s. d.	£ s. d.
To Death Fund		92 10 6
,, General Purposes Fund		259 6 0
,, Delegates		6 7 11
,, Law Witnesses, &c.		49 17 5
,, Printing and Stationery		5 8 3
,, Postages, &c.		4 19 4
,, London Trades Council Fees		1 13 4
,, Donations:—		
J. Burns, Wages Fund	2 2 0	
W. Crook ,, ,,	2 2 0	
W. Steadman ,,	2 2 0	
		6 6 0
,, Wandsworth Branch Deficiency	1 12 8	
,, Hammersmith ,, ,,	1 1 11	
		2 14 7
,, Special Meeting, No. 19 Branch		0 2 6
		£429 5 10

INCOME. Cr.	No. of Branch.	Contribution.	Fines.	Levies.	Entrance Fee.	Rules.	Totals.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	6	40 2 6	0 13 6	—	16 12 0	0 6 6	57 14 6
	8	24 13 6	0 2 0	0 2 0	4 2 6	0 2 6	29 2 6
	19	58 6 6	3 12 3	0 7 3	8 18 6	0 3 8	71 8 2
	20	126 4 6	1 13 0	0 2 3	33 4 6	0 17 10	162 2 1
	23	23 10 0	0 12 0	—	2 0 0	0 2 0	26 4 0
	24	7 3 6	—	—	1 15 0	—	8 18 6
Interest on Investments							1 12 2
		280 0 6	6 12 9	0 11 6	66 12 6	1 12 6	357 1 11
Balance being Excess Expenditure over Income							72 3 11
						£	429 5 10

Appendix.

28th Day, No. 5—continued.

Account of Legal Aid.

January 1st to December 31st, 1900.

	£	s.	d.
J. J. Neville, accident whilst loading	7	10	0
W. G. Constable, injury to leg through rope breaking	14	16	6
W. Hurley, injury by sack falling on him	13	15	6
J. Watts, services to craft adrift	1	6	0
G. Rawlings, injury from crane	2	9	6
F. Taylor, loss of effects through collision	17	10	0
W. F. Smith, injury to leg caused by defective scuttle	26	17	0
J. J. Neville, accident through capstan rope	20	16	0
R. Harvey, loss of effects in sailing barge	3	5	6
B. Copeman, injury to boy through rope	6	4	0
S. Branch, injury by sack falling on him	35	7	0
W. T. Leary, damage to clothing	2	0	0
W. Jolly, injury by falling sack	7	10	0
A. Smith, injury from crane	10	0	0
J. Dennington, injury through shoot falling	28	0	0
	£198	7	0

Account of Dispute Pay.

	£	s.	d.
A. Chew	4	10	0
A. Lilley	3	5	0
J. Rogers	2	2	6
W. Nichols	3	5	0
T. Carthy	0	17	6
H. Lambert	2	0	0
C. Barlow	2	10	0
G. Peters	1	17	6
A. Parkins	0	12	0
T. Fitzgerald	1	10	0
H. Blight	0	7	6
B. Bunting	0	7	6
J. G. Carter	0	5	0
A. Clifton	0	2	6
C. Clifton	0	7	6
W. Cownden	0	7	6
H. Gregory	0	5	0
J. Hall	0	7	6
R. Harper	0	5	0
J. Haywood	0	5	0
A. Johncock	0	7	6
W. Keen	0	7	6
P. Newton	0	7	6
S. Perry	0	7	6
F. Randall	0	7	6
T. Stanney	0	5	0
M. Walsh	0	7	6
T. Coombes	0	7	6
E. J. Harvey	0	7	6
T. Lewis	0	7	6
J. Finch	0	5	0
W. Berry	0	7	6
P. & E.	0	3	0
	£29	17	6

The Society of Watchmen of the Port of London.

Affiliated with the Amalgamated Society of Watermen and Lightermen of the River Thames.

Statement of Receipts and Payments, 1st January to 31st December 1900.

Dr. Payments.

	£	s.	d.
To Sundry Contributions for Maintenance of General Office and Death Fund, 1d. per week	54	16	3
„ Stationery and Printing, Postages, &c.	23	4	7
„ Executive Committee	3	19	9
„ Rent of Rooms	6	7	6
„ Delegates	36	13	0
„ Legal Expenses	2	16	8
„ Treasurer's Salary	2	11	0
„ Presentations	4	12	6
„ Entrance Fees and Contributions returned to Gardner's men	9	11	6
„ Contribution to Strike Fund	117	6	0
„ Income unaccounted for	1	0	9
	£262	19	6
Balance in hand	74	3	0½
	£337	2	6½

Receipts. Cr.

Branch No.	Contributions. £ s. d.	Fines. £ s. d.	Entrance Fee. £ s. d.	Rules, &c. £ s. d.	Totals. £ s. d.
1	87 5 6	1 1 6	25 7 6	1 10 6	115 5 0
2	38 2 3	0 2 6	19 2 6	1 3 0	58 10 3
3	38 18 6	1 10 0	43 19 6	2 10 5	86 18
	164 6 3	2 14 0	88 9 6	5 3 11	260 13 8

	£	s.	d.
Interest on Bank Account	2	14	11
W. Lyons, Management Fund	1	7	0
	264	15	7
Balance in hand as per last Account	72	6	11½
	£337	2	6½
Balance in hand brought down	£74	3	0½

Summary of Income and Expenditure Accounts.

District Funds.

1st January to 31st December 1900.

Dr. Expenditure.

Name of District.	Maintenance of General Office and Death Fund.	General Purposes Fund.	Printing and Stationery.	Postage and Telegrams.	Delegates.	Legal Expenses.	London Trades Council Fees.	Donations.	Sundries.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
North - - -	189 19 1	550 3 5	17 2 9	10 4 11½	16 16 4	27 8 3	3 6 8	8 8 0	4 13 6	828 3 0½
South - - -	142 3 9	407 2 5	12 5 2	7 16 0	6 8 6	26 0 2	3 6 8	6 6 0	4 8 0	615 16 8
Upper - - -	92 16 6	259 6 0	5 8 3	4 19 4	6 7 11	49 17 5	1 13 4	6 6 0	2 17 1	429 5 10
	424 18 4	1,216 11 11	34 16 2	23 0 3½	29 12 9	103 5 10	8 6 8	21 0 0	11 18 7	1,873 5 6½

Cr. Income.

Name of District.	Trade.	Fines.	Special Levies.	Entrance Fees.	Rules, &c.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
North - - - - - -	580 17 6	6 18 3	1 10 11	191 2 0	5 12 6	786 1 2
South - - - - - -	426 11 3	7 9 6	1 2 0	121 0 6	4 8 0	560 11 3
Upper - - - - - -	280 0 6	6 12 9	0 11 6	66 12 6	1 12 6	355 9 9
Interest on Bank Account -	—	—	—	—	—	1 12 2
	1,287 9 3	21 0 6	3 4 5	378 15 0	11 13 0	1,703 14 4
Balance Excess Expenditure over Income - - -					North - - - -	42 1 10½
					South - - - -	55 5 5
					Upper - - - -	72 3 11
						1,873 5 6½

7. Statement showing the History of Legal Quays in the Port of London.

(*Handed in by Mr. Edgar Wight, on the Twenty-eighth Day. See Question 11513.*)

Fresh Wharf, Cox's and Hammond's Quays are all Legal Quays within the meaning of the Act. The Legal Quays were defined and set out by the Royal Commissioners under the Act of the 13th and 14th Elizabeth and 22nd Charles II. The Commissioners appointed under this Act made their certificate respecting London on 24th May, 1665, by which they not only assigned the boundaries of Legal Quays, but settled for the first time the precise limits of the port (v. Capper History of Port and Trade of London, p. 140).

Before the sufferance wharves were permitted, and before the creation of the docks, they were the only places at which bonded goods could legally be landed.

In 1789 sufferance wharves were established. In 1799 the West India Dock was created; it was opened on 31st August, 1802.

By the Act of 1799, 39 George III., Cap. 69, Clause 121, it was enacted as follows:—

"And whereas by reason or in consequence of certain parts of the works, improvements and regulations intended by this Act some of the said present legal quays and other quays or wharves, commonly called public foreign sufferance wharves, and certain warehouses, docks and divers other tenements and hereditaments now in or adjoining the said port, some of which warehouses are known by the name of Uptown Warehouses, and used for the reception of West India produce and other goods landed may perhaps become less valuable by means of the trade or business of the same respectively being in part diverted than the same respectively are at present, and divers owners and occupiers of and other persons interested in or employed upon the business of such legal quays and wharves, warehouses, docks and other tenements and hereditaments may thereby sustain loss or damage."

Then Clause 122 states:—

"And be it further enacted that if any body or bodies politic, corporate or collegiate, or any other person or persons who shall claim any compensation hereinbefore entrusted to the care of and directed to be made by the said Commissioners shall not agree with them the said Commissioners for and concerning the respective compensations which may be thought to belong by virtue of this Act to them, him or her so claiming as aforesaid, or if on account of absence or disability of parties or any other circumstance such agreement shall be impracticable, or if any of the parties so claiming shall in the judgment of the said Commissioners not appear to be entitled to any such compensation and shall nevertheless persist in such claim then and in every such case the said Commissioners or any five or more of them are hereby authorised and required at the request of the party or parties claiming such compensation, or (if the said Commissioners shall think it necessary or expedient then)

Appendix.

28th Day, No. 7—continued.

without any such request to issue a warrant or warrants precept or precepts directed to the Sheriffs of the City of London or to the Sheriff or Bailiff of the County Division District or liberty wherein the premises shall respectively lie or be, as the case shall require, who are and each of them is hereby authorised, directed and required accordingly to impanel, summon and return a competent number of substantial and disinterested persons qualified to serve on juries not less than 49 nor more than 72, and out of such persons so be impanelled."

It appears from the debate on the second reading of the East and West India Dock Bill, Monday, February 19th, 1855, that £600,000 was paid in respect of compensation.. See page 5, 12 lines from the top. And what formed part of the compensation was free entrance into the docks for lighters. That was the original compact which the docks made with the public.

In 1823 the St. Katharine's Docks were authorised. On those docks being authorised the Crown granted their lessees of legal quays an abatement of rent of about 25 to 30 per cent. This appears in the particulars of sale of the legal quays in 1832 by the Lords Commissioners of the Treasury.

The description of the properties is as follows:—

"The freehold legal quays in the Port and City of London, situate in Lower Thames Street, embracing a frontage of many hundred yards on the north bank of the river Thames, extending from Fresh Wharf to the west side of Somers' and Lyons' Quay, in possession of the Hon. East India Company, and the whole of the frontage from the east side of the Custom House to the Tower, comprehending the quays called or known as Brewers, and Chester, Galley, Custom House and Wool, Cox and Hammonds, and Botolph Wharf. The capital buildings and appurtenances thereto belonging, with the valuable privileged advantages attached to the premises and unrivalled situation, being in the heart of the produce market, afford in conjunction with their extensive warehouses fronting Thames Street every facility and accommodation for the furtherance and assistance of business that will at all times command the chief portion of the wharfing, warehousing and stowage connected with the coasting and European trades. The rentals being consequently rendered a security equal to that of the funds and forms a property of a most important and valuable character."

A memorial to the Lords of the Treasury and Lords' Committee of the Privy Council for Trade protesting against certain sufferance wharves on the south side taking fruit which had always been a monopoly gives the history of the legal quay as follows:—

"The following memorial was agreed to by all the legal quay wharfingers at a meeting at Mr. Knill's counting-house on Friday, 20th January, 1843:—'My Lords,—We, the undersigned proprietors and occupiers of the legal quays between London Bridge and the Tower in the Port of London, beg leave to submit to your Lordships that our attention has been drawn to a memorial presented to the Board of Trade by a number of wharfingers and others connected with the Borough of Southwark, dated the 8th August, 1842, of which we had no knowledge till the 6th January inst., and we take the earliest opportunity of addressing your Lordships upon the subject of the prayer of that memorial which so deeply affects the interest of the proprietors of the legal quays, the privileges appertaining to those quays as well as the interests of the revenue. Before immediately addressing ourselves to the several matters set out in the memorial above referred to we beg leave to advert to a short history of the legal quays and to the various ways in which they have from time to time been noticed and referred to in certain Acts of Parliament and from time to time by the proceedings of the Government itself.

"The range of wharves or quays between the site of old London Bridge and the Tower of London have been from time immemorial legal quays, and until the formation of the docks in the Port of London were the only places at which foreign goods could legally be landed, except grain and a few unimportant articles and coasting goods, which were permitted to be landed at wharves on the south side of the Thames on sufferance. (See Acts of Elizabeth 13 and 14, 22 Car. II., Cap. I., and the Commissions and Returns in the Court of Exchequer by virtue of those Acts.)

"That our properties were formerly in the possession of the Crown and were rented by us and our predecessors except Lyons' and Somers' Quays, which were purchased by the East India Company in 1801 of the Crown, and did not come into occupation of Mr. Nicholson, one of the undersigned, until the year 1834, after a number of years, by whom rents, amounting altogether to about £12,000 a year, were paid to Government. During the whole of the above-mentioned period, until the establishment of the several docks in this port, the legal quays possessed the exclusive and valuable privileges of landing foreign goods, the rates on which enabled us to defray the enormous rents payable to the parties who then possessed the freeholds, and subsequently to the year 1805 to the Crown, by whom the fee simple of the respective quays were then purchased; and no doubt can be entertained that if those quays had not possessed such privileges they never would have realised the vast sums they produced when disposed of by the Crown, a circumstance to which we beg to draw your Lordships' most serious attention. We also beg to invite your Lordships' attention to the convenience and security the Revenue have at all times derived from the locality of the Legal Quays to the Custom House, the economy with which the duties have been and are there collected, and to the accommodation which the trade and commerce of this city have derived from the management and working of these properties; and we beg to remind your Lordships that they have from time to time become and are the subject of several Parliamentary enactments, while Sufferance Wharves have never been considered of sufficient importance to call for any special legislation as connected with their uses. That on the establishment of the East and West India and London Docks it was admitted by the Government at that time that the above-mentioned privileges had been exclusively possessed by the Legal Quays in question for so long a period as to have established a legal right to an exclusive enjoyment thereof; and that in countenancing the construction of dock establishments the privileges of the Legal Quays would be invaded; and recognising the right and principle a clause was introduced into the Act of the 39 George III., cap 69, section 121, by which it was declared that as the owners and occupiers of the Legal Quays would be sufferers from such interference with these rights, they were entitled to compensation, a proceeding which recognised the legal claims of parties who had acquired an exclusive privilege for a valuable consideration, and that when it became necessary to invade such privilege, compensation to the extent of the injury done should be made to the suffering party. It was therefore under that clause, framed with a view to the production of vested interests alike consonant with legal and British principles of justice, that the several Legal Quay occupiers and even the lightermen and others engaged in the foreign trade connected with those quays received compensation to a very large amount.

"That at an interview we had on the 4th June, 1831, with the then Chancellor the Exechequer, when Government contemplated the disposal of the interests of the Crown in the Legal Quays, the Chancellor of the Exechequer was pleased to express himself in the following manner:—

'I assure you, gentlemen, that nothing would give me greater pleasure than that you should each be put in possession of your premises as quietly and comfortably as possible, as this is precisely the way I should act with my own tenants. In the event of your not being the purchasers, we will take care that such conditions shall be put in the sale that your equitable interests should not be prejudiced.'

"It will be in your Lordships' recollection that in the month of September, 1832, the Crown's interests in the Legal Quays were advertised to be sold by public auction, and the following words were introduced into the advertisement of sale in-

serted in the 'Times' newspaper of the 26th September, 1832:—

> 'The freehold legal quays' (naming them), with the valuable privileged advantages attached to the premises and unrivalled situation being in the heart of the produce markets, afford, in conjunction with their extensive warehouses fronting Thames Street, every facility and accommodation for the furtherance and assistance of business that will at all times command the chief portion of the wharfage, warehousing, and stowing connected with the coasting and European trade; the rentals being consequently rendered a security equal to that of the funds and forms a property of a most important and valuable character.'

"That in the month of October, 1832, this property was put up for public sale, and acting upon the faith of what has passed between the Government and your memoralists, and upon the representations of the description and character of the property as held forth to the public under the authority of your Lordships, your memorialists became purchasers to the extent in the aggregate of about £159,000; the chief part of that amount being paid in consideration of those quays possessing the important and exclusive privileges before referred to. We have thus succinctly presented a history of the legal quays up to the time when we became the purchasers as aforesaid from the Crown of this property, including all the valuable rights and privileges attached thereto, and now proceed to address ourselves more immediately to the subject of the memorial of the wharfingers, etc., of Southwark. The applicants state in such memorial that there is a disadvantageous difference between the two sides of the river, productive of inconvenience to those who occupy the south side. We humbly submit that a very material and most important difference has always existed between the heart of the trading part of the City of London and its southern suburbs separated as they are by a wide tidal river, but that such separation is attended with any real inconvenience to the public we beg leave to deny, nor have the commercial and trading part of the community at large ever complained of such inconvenince, besides all such articles as are in the course of use in the manufactories situate on the south side have been already allowed to be landed at these wharves.

"Again, the memorialists allege that the principal inconvenience sustained consists generally in the system of foreign articles being compelled to be landed at the docks and legal quays; and that such practice occasions unnecessary expense, generally in the effect it has upon the various charges for landing, etc., and that upon those articles that may be landed indifferently on either side of the river the charges are 20 per cent. lower than those confined to the docks, and that such effects arise from want of competition.

"Upon this part of the memorial we have to observe to your Lordships with deep regret that competition has been in this respect carried to almost a ruinous extent, as we unfortunately know to our cost, the wharves and quays having in consequence of the construction of the public docks, and more particularly of the St. Katharine's Docks, been induced to lower their charges upon numerous articles fully 20 per cent. below the dock charges.

"We respectfully submit, my Lords, that there have been grievous encroachments already made upon our privileges as legal quay wharfingers, but as at the time of the extension of dock accommodation we were only the Crown's tenant, our interests were not then so much affected by such partial measures. We remonstrated, however, and the justice of our claims was admitted, inasmuch as our rents were reduced 25 per cent. by your Lordships, though not to the extent they ought to have been. One of the grounds upon which such reduction took place being the competition before alluded to, proceeding from the establishment of the St. Katharine's Docks, and the allowing goods generally to be landed there, and certain foreign articles which had been previously (docks excepted) landed solely at legal quays to be also landed at sufferance wharves; from which it will be observed that our claim to those peculiar privileges was recognised, and compensation thus awarded. It will be found that as the advertisement truly states, 'their valuable privileges and advantages' formed a material ingredient in the computation of their value. And that the consideration thereof tended to enhance the amount which the property produced.

"What, permit us to ask, could the Chancellor of the Exchequer mean, when he assured us that our equitable interest should not be prejudiced if it were not meant and understood by all parties at the time that whatever privileges the legal quays at that time possessed should continue to be secured to them? We know of no other equitable interest that then belonged to us. Again, what was meant to be conveyed by the phrase used in the advertisement of sale, 'valuable privileged advantages attached,' if it were not those peculiar exclusive and valuable privileges familiarly known as legal quay privileges, and yielding peculiar advantages, constituting in fact all the privileges they do and did possess.

"My Lords, we trust you will pause before finally deciding upon giving effect to a prayer which, if assented to, would involve a further encroachment upon those privileges which we contend are of right attached to the legal quays of London, and for which, in so far as the property purchased by us of the Crown, we have paid a large consideration upon the faith that these privileges and advantages would not be infringed and no sufficient grounds existing for disturbing the existing regulations.

"We beg also to state to your Lordships that by so much as our incomes are lessened and property reduced in value as it would be by such a measure as is sought for, by so much will the sufferance wharfingers be gainers without having contributed one shilling of consideration for so much of those privileges and advantages which are now applied for, and which if granted would be at our expense, whilst we are not aware that any additional accommodation is at present required by the commerce of the port, beyond what the legal quays and the docks have the power to afford.

"We also submit that the management of the Revenue would by so uncalled for a diversion be subjected to an increased charge in the establishment of officers which would be required if the intended measures were carried into execution.

"That since the disposal by the Crown of the Legal Quays there has been a large building sold by the Lords of the Treasury, formerly used as a Military Depôt in Tooley Street, on the south side of the river, precisely opposite to the property of your memorialists, which has since received the privilege of a sufferance wharf, whilst at the time of sale by auction it was distinctly stated by the auctioneer, Mr. Southy, in answer to a question put by a party who eventually became the highest bidder, and is now the occupier of that property, that he, the auctioneer, 'could on no account hold out the smallest hopes that any further privileges would be granted to that wharf than at that time was possessed by the other sufferance wharves.' And that in consequence of such declaration the premises in question were sold at a comparatively low price to what they would have been if legal quay privileges had been expected to have been extended to it. Acting upon the declaration of the Chancellor of the Exchequer that our equitable interests would be protected by the Crown, confiding in the statement of the advertisement of sale, and being guided by the declaration of the agents employed by the Government to dispose of the military depôt, that not the smallest hopes could be held out of further privileges being granted to the sufferance wharves we have since the legal quays came into our possession by purchase, laid out in the aggregate as much as £100,000, in additions and improvements to this property, the whole of which with the purchase money must be lost if the privileges of the legal quays be further encroached upon. Certain it is that, if we had been aware at any time previously to our purchasing the quays that Government had intended to have made the encroachments upon our privileges to the extent now contemplated, we never should have been induced to have become purchasers, nor would the Government have ever realised the sums for them they have received.

Appendix.

28th Day, No. 7— continued and 8.

"We trust we have thus shown to your Lordships that by compliance with the Memorial referred to the peculiar and exclusive rights and privileges attached for centuries to our property would be unjustly infringed, and for which privileges we have paid the Crown a large consideration, your Lordships would create an unnecessary and ruinous competition, by which we should be precluded from ever realising those sums paid under the special circumstances stated, and your Lordships would, we humbly submit, further produce a heavy and unnecessary expense to the Revenue by the additional establishment of officers which would then be required. We therefore trust that under the circumstances stated, and looking at the fact of the rights and privileges referred to having formed essential and equitable ingredients in the value paid by us for the property in question when sold to us by the Crown, your Lordships will consider yourselves in justice and in equity bound to protect and secure those rights for which the Crown has received from us a valuable consideration, more especially as the interests of the commerce of the port in no manner calls for the sacrifice and injury which would be inflicted upon our private property."

We have the honour to remain, my Lords,

Your Lordships' most obedient Servants,

J. BARBER,
Brewers Chesters Galleys Quay.

W. J. HALL,
Custom House, and Wool Quay.

I. J. NICHOLSON, BUSH & Co.,
Nicholson's Wharf.

JACKSON & KNILL,
Cox's & Hammond's Quay and Fresh Wharf.

WILKINSON & STENNETT,
Botolph Wharf.

I. T. BELL,
Fresh Wharf.

To the Lords' Committee of the Privy Council for Trade, London.

24th January, 1843.

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3. COPY of Letter from Messrs JOHN KNILL and Co to the Dock Companies and Wharfingers of the Port of London withdrawing from Agreements as to the Discharge of Fruit.

(Handed in by Mr. Edgar Wight on the Twenty-eighth Day. See Question 11517.)

November, 1891.

We regret to be compelled to give you hereby formal notice of our intention to withdraw from the Agreements under your control.

It will be remembered that the fruit wharves, or some of them, took the initiative in making agreements as to rates with the dock companies, and the writer strongly urged on the wharfingers the advisability of following suit, in order that the old game of playing the one off against the other should cease, and that the inducements given in consequence (most of them under a misapprehension as to what the other parties were doing) should be done away with.

For perhaps two years we had a written agreement with the docks as to dried fruit, green fruit was not included, the idea being that the market would remain at the present centre.

It was agreed that the docks and ourselves should act in concert and not take any step to alter discounts or give inducements without notice first given.

At the time of the issue of the New Dock Tariff, we pointed out that the low rates quoted for green fruit would, whilst not giving the docks a larger proportion of the trade, tend to dissatisfy the clients of those wharfingers who enjoyed the quasi monopoly.

The dock officials objected to this, that if they were to alter the rates they would run the risk of losing the small proportion they had.

So matters were allowed to remain.

It now appears that at the present time, without any notice given, negotiations are proceeding to transfer the green fruit trade to the London Docks.

Thus there seems every probability of 9-10ths of the trade being added to the 1-10th or thereabouts formerly at the disposal of the dock companies on the lower rates.

Inasmuch as ships bringing green fruit also carry dried fruit, we submit that this constitutes such an inducement as to imperil most of our trade, and it may become vital to us to look about for other trades.

Under these circumstances we have no option in our opinion but to retire from the dock and wharf agreements as to produce.

During the past fortnight we have anxiously endeavoured to induce the dock authorities to meet us in the matter with the view of obviating the necessity of retiring from the agreements which have given others so much labour to bring about, but without any success, and we must decline to carry those attempts any further.

(Signed) for John Knill and Co.,
EDGAR WIGHT.

9.—Copy of a Policy of Insurance on Cargoes carried by Barges.

(*Handed in by Mr. Claude Baggallay, K.C., on the Twenty-eighth Day. See Question 11545.*)

B.—This Policy is issued in the Form printed and supplied by the Government previous to 1st August, 1887, except that the Free of Capture Clause has been inserted.

(Seal.) (Stamp.)

Any person not an underwriting Member of Lloyd's subscribing this policy, or any person uttering the same if so subscribed, will be liable to be proceeded against under Sec. 31 of Lloyd's Act.

S.G. £20,000. No.

Be it known that Tufnell, Satterthwaite and Co., Ltd., or as Agents, as well in their own Name, as for and in the Name and Names of all and every other Person and Persons to whom the same doth, may, or shall appertain, in part or in all, doth make assurance and cause themselves and them and every of them to be insured, lost or not lost, at and from any place and or places in the River Thames between Tilbury and Teddington both inclusive to any other place and or places within the same limit, including all Docks, Wharves, Canals, and Creeks within the London district, and to or from alongside any vessel or vessels upon any kind of Goods and Merchandises, and also upon the Body, Tackle, Apparel, Ordnance, Munition, Artillery, Boat and other Furniture, of and in the good Ship or Vessel called the any craft and or craft whereof is Master, under God, for this present Voyage,
or whosoever else shall go for Master in the said Ship, or by whatsoever other Name or Names the same Ship, or the Master thereof, is or shall be named or called, beginning the adventure upon the said Goods and Merchandises from the loading thereof aboard the said Ship as above upon the said Ship, &c., including the f.p.a. clause as attached, and shall so continue and endure during her Abode there, upon the said ship, &c., and further until the said Ship, with all her Ordnance, Tackle, Apparel, &c., and Goods and Merchandises whatsoever, shall be arrived at as above upon the said Ship, &c., until she hath moored at Anchor Twenty-four hours in good Safety, and upon the Goods and Merchandises until the same be there discharged and safely landed; and it shall be lawful for the said Ship, &c., in this voyage to proceed and sail to and touch and stay at any Ports or Places whatsoever and whersoever for all purposes without Prejudice to this Insurance. The said ship, &c., Goods and Merchandise, &c., for so much as concerns the Assured by Agreement between the Assured and Assurers in this Policy, are and shall be valued at on Merchandise as may be declared and valued for which the Assured may be responsible, but no risk shall attach to this Policy until the declarations shall be received by Tufnell, Satterthwaite and Co., Ltd., or posted to them Touching the Adventures and Perils which we the Assurers are contented to bear and do take upon us in this Voyage, they are, of the Seas, Men-of-War, Fire, Enemies, Pirates, Rovers, Thieves, Jettisons, Letters of Mart and Countermart, Surprisals, Takings at Sea, Arrests, Restraints, and Detainments of all Kings, Princes, and People, of what Nation, Condition, or Quality soever, Barratry of the Master and Mariners, and of all other Perils, Losses, and Misfortunes that have or shall come to the Hurt, Detriment, or Damage of the said Goods and Merchandises and Ship, &c., or any Part thereof; and in case of any Loss or Misfortune, it shall be lawful to the Assured, their Factors, Servants and Assigns, to sue, labour, and travel for, in, and about the Defence, Safeguard and Recovery of the said Goods and Merchandises and Ship, &c., or any Part thereof, without Prejudice to this Insurance; to the Charges whereof we, the Assurers, will contribute, each one according to the Rate and Quantity of his sum herein assured. And it is especially declared and agreed that no acts of the Insurer or Insured in recovering, saving, or preserving the property insured, shall be considered as a waiver or acceptance of abandonment. And it is agreed by us, the Insurers, that this Writing or Policy of Assurance shall be of as much Force and Effect as the surest Writing or Policy of Assurance heretofore made in Lombard Street, or in the Royal Exchange, or elsewhere in London.

And so we the Assurers are contented, and do hereby promise and bind ourselves, each one for his own Part, our Heirs, Executors, and Goods, to the Assured, their Executors, Administrators, and Assigns, for the true Performance of the Premises, confessing ourselves paid the Consideration due unto us for this Assurance by the Assured at and after the Rate of One Shilling per cent.

IN WITNESS whereof, we the Assurers have subscribed our Names and Sums assured in London, 26th September, 1900.

N.B.—Corn, Fish, Salt, Fruit, Flour, and Seed are warranted free from Average, unless general, or the Ship be stranded; Sugar, Tobacco, Hemp, Flax, Hides, and Skins are warranted free from Average under Five Pounds per Cent.; and all other Goods, also the Ship and Freight, are warranted free from Average under Three Pounds per Cent., unless general, or the Ship be stranded, sunk, on fire, or in collision.

Attached to Policy for £20,000 per craft and or craft dated 26th September, 1900.

1. Including all risks of Craft, Boats, Lighters to and from the Vessel, upon whatever terms as to liability, or otherwise, the Lighterman may be employed, each Craft, Boat, or Lighter being deemed a separate insurance, and Loss in Boat, Craft, or Lighter is to be settled under this Policy without reference to the Liability or non-Liability of the Lighterman, whether under special agreement between Assured and Lighterman or otherwise, the Assured transferring all rights against the Lighterman to the Underwriters.

2. Including all risks by land or water (if by sea at current additional premium), from warehouse or manufactory or import vessel, or wherever assured's risk commences, and all risks whilst on quay or elsewhere, awaiting shipment, if shut out by any Steamer or Steamers not to prejudice the continuity of this risk. Assured being at liberty to select other vessel or vessels irrespective of their dates of sailing. Including all risks by conveyance or conveyances and of steam navigation and all liberties and risks as per the exceptions and conditions in Charter Party and (or) Bill of Lading, including the negligence clause until safely delivered in the interior or elsewhere to Consignee or Agent, and the Assured's risk cease. Each package to be deemed a separate interest.

3. With liberty to transhipp the Goods and (or) Merchandise into, and carry them to their Port of Destination by any other Steamer or Steamers, Ship or Ships, proceeding, either directly or indirectly to such Port; to carry the goods beyond said Port, and to tranship, land, and warehouse them, either ashore or afloat, and reship and forward the same.

4. With liberty to proceed to, and touch, stay, and call at, or off any Port or Ports, Place or Places, either in or out of the Customary Route in any order, to receive and (or) discharge Coal, and (or) Cargo, and (or) Passengers, and (or) for any other purpose or purposes; to sail with or without Pilots; and to tow and assist vessels in all situations.

Appendix.

28th Day, No. 9 — continued.

5. General Average, and Salvage Charges payable as per foreign statement and (or) according to York and Antwerp rules, old or 1890, if so claimed.

6. It is hereby agreed that the interest insured under this Policy shall, in the event of deviation, be absolutely covered until its safe arrival at its destination and (or) in the event of any act or neglect on the part of the owners, and (or) Agents, and (or) Servants of the vessel in connection with the said interest, and (or) any other circumstances whatsoever, whether foreseen or otherwise, which may cause a variation, and (or) entire alteration in the risk as contemplated in this Policy, and a payment in respect thereof shall be made by the Assured, the amount of such payment to be hereafter arranged.

To follow Policy No. 5185, dated July, 1900.

Continuation Clause. TUFNELL, SATTERTHWAITE & Co., LTD.. 30/31, St. Swithin's Lane, London, E.C., and at Lloyd's.

Attached to Policy No. 6050. for £20,000. Dated 26 September 1900.

In the event of declarations being received exceeding the amount of this Policy, the Underwriters hereby agree to continue the same lines on a similar Policy to follow for the same amount.

F. P. A. Clause.—Warranted free from particular average unless the vessel or craft be stranded, sunk, or burnt, each craft or lighter being deemed a separate insurance.

Underwriters, notwithstanding this warranty, to pay for any damage or loss caused by collision with any other ship or craft, and any special charges for warehouse rent, re-shipping or forwarding; for which they would otherwise be liable. Also to pay the insured value of any package or packages which may be totally lost in transhipment.

Grounding in the Suez Canal not to be deemed a strand, but Underwriters to pay any damage or loss which may be proved to have directly resulted therefrom.

APPENDICES.

TWENTY-NINTH DAY.

1. STATEMENT of the LIMITS of the PORT of LONDON.

(*Handed in by Mr. G. L. Ryder*, C.B., *on the Twenty-ninth Day. See Question 11548.*)

Appendix. 29th Day, No. 1.

WE, the undersigned Lords Commissioners of Her Majesty's Treasury of the United Kingdom of Great Britain and Ireland, do hereby, under the authority of the Customs Consolidation Act, 1876, appoint London to continue and be a port in that part of the United Kingdom called England, and do hereby declare that limits of the said Port of London shall commence at high-water mark in the River Thames at Teddington Lock, in the County of Surrey, and extend down both sides of the River Thames to an imaginary straight line drawn from the Pilot Mark at the entrance of Havengore Creek, in the County of Essex, to the Land's End at Warden Point, in the Isle of Sheppey, in the County of Kent, such point being the north-western limit of the port of Faversham, and shall extend up and include both sides of the River Medway to an imaginary straight line drawn from the south-east point of land westward of Coalmouth Creek, thence across the said River Medway to the westernmost point of the piece of land which forms the eastern side of Stangate Creek, or in other words, the north-west point of Fleet Marsh, and from thence in a southerly direction to Swale Church, in the said County of Kent, and thence in a north-easterly direction to Elmley Chapel, in the said Isle of Sheppey, a supposed direct line from Elmley Chapel to Swale Church, being the western limit of the Port of Faversham, and the said Port of London shall include the islands in Havengore Creek aforesaid, called Potton and Rushley Islands, and so much of the said creek and watercourse as extends from it to the town of Rochford, and shall also include all other islands, rivers, streams, creeks, waters, watercourses, channels, harbours, docks and places within the before-mentioned limits contained.

And We, the said Lords Commissioners of Her Majesty's Treasury, do hereby annul all former limits of the Port of London.

Whitehall Treasury Chambers, dated this first day of August, 1883.

(Signed) CHARLES C. COLES.
R. W. DUFF.

Appendix.
29th Day, No. 2.

2. List of Warehouses of "Special Security" in the Port of London, for which no Bonds are required.

(Handed in by Mr. G. L. Ryder, C.B., on the Twenty-ninth Day. See Question 11548.)

Name or Number of Warehouse.	Position in Docks.	For what Goods Sanctioned.	Superficial Area, Approximately.	Holding Capacity, Estimated.	Duty represented if full, Estimated.
			Sq. Ft.	Pipes.	£.
		(1) LONDON DOCKS			
West Vault	West Quay	Wines	86,200	8,000	88,000
Crescent Wine Vault	Crescent	Wines	152,300	15,050	165,550
Crescent Brandy Vault	Crescent	Spirits	48,000	5,000	310,000
1 to 4 Vaults	North Quay	Wines	104,000	12,000	132,000
5 Vault	North Quay	Wines	26,000	2,500	27,500
East Vault	North Quay	Wines	192,100	19,000	209,000
Case Wine Floor	North Quay	Wines and Spirits	Included in No. 4 Warehouse.		
Brandy Vault	South Quay	Spirits	170,500	15,000	930,000
Case Brandy Floor	South Quay	Spirits	Included in South Quay Warehouse.		
Gin Vat Floor	South Quay	British Spirits	24,940	1,000	62,000
Bottling Vault	South Quay	Wines and Spirits	12,470	1,000	45,000
Spirit Warehouse	South Quay	Spirits	4,715	314	19,450
Rum Vault	Eastern Dock	Wines and Spirits, Bottling and Vatting.	6,188	413	18,600
1 to 4 Warehouses, and an Iron Shed.	Main Dock, North Quay.	Dry Goods, including Tobacco.	127,200	Bags, Coffee. 1,600	106,400
9 Warehouse	Main Dock	Dry Goods, including Tobacco.	182,400	Cases, Fruit. 142,800	14,280
10 and 11 Warehouses	10. Eastern Dock 11. Shadwell Basin	Dry Goods, including Tobacco.	360,500	Bags, Coffee. 250,880	219,520
South Quay Warehouse.	Main Dock	Dry Goods, including Tobacco.	205,200	Cases, Fruit. 171,700	17,170
East Quay Warehouse	Main Dock	Dry Goods, including Tobacco.	163,000	Bags, Coffee. 200,800	175,700
The following warehouses, &c. in the London Docks are sanctioned for Bonded Goods, but are not in use at present :					
1.	Main Dock	Dry Goods, including Tobacco.	63,600	Bags, Coffee. 60,800	53,200
2.	Main Dock	Dry Goods, including Tobacco.	63,600	60,800	53,200
5.	Main Dock	Dry Goods, including Tobacco.	63,600	60,800	53,200
6	Main Dock	Dry Goods, including Tobacco.	78,800	61,984	54,236
7.	Main Dock	Dry Goods, including Tobacco.	133,500	Cases, Fruit. 112,030	11,203
8.	Main Dock	Dry Goods, including Tobacco.	170,000	140,080	14,008
Crescent Warehouse	Main Dock	Dry Goods, including Tobacco.	394,000	Bags, Coffee. 320,000	280,000
Virginia Street Warehouse.	Main Dock	Dry Goods, including Tobacco.	136,800	96,000	84,000
North-East Warehouse	Main Dock	Dry Goods, including Tobacco.	167,750	190,400	166,600
Rum Vatting Shed Warehouse.	Eastern Dock	Dry Goods, including Tobacco.	14,000	9,600	8,400
Sugar Warehouse	Eastern Dock	Dry Goods, including Tobacco.	54,900	34,720	30,380
Sugar Warehouse	Eastern Dock	Dry Goods, including Tobacco.	124,500	115,000	100,625
South Quay Vault	Main Dock	Wines and Spirits	94,750	Pipes. 8,500	382,500

Appendix. 29th Day No. 2 - continued.

2. List of Warehouses of "Special Security" in London, for which no Bonds are required—*contd.*

Name or Number of Warehouse.	Position in Docks.	For what Goods Sanctioned.	Superficial Area, Approximately.	Holding Capacity, Estimated.	Duty represented if full, Estimated.
			Sq. Ft.	Chests.	£.
		(2) ST. KATHARINE'S DOCKS:			
A. Warehouse - -	Tower Hill - -	Tea - - - - -	160,000	95,000	237,500
B. Warehouse - -	Tower Hill - -	Tea - - - - -	175,000	103,000	257,500
C. Vault - - -	Tower Hill - -	Spirits - - -	53,000	Butts. 2,500	155,000
D. Vault - - -	Tower Hill - -	Spirits - - -	58,000	3,800	235,600
E. Vault - - -	Tower Hill - -	Wines and Spirits, Vatting and Bottling.	48,000	3,200	144,000
I. Vault - - -	Tower Hill - -	Bottling Wines -	18,000	330	3,300
C. Warehouse - -	Tower Hill - -	Dry Goods, except Tea and Tobacco.	173,000	Cases or Bags. 110,000	55,000
E. Warehouse - -	Tower Hill - -	Tobacco - - -	42,000	Hogsheads. 1,000	200,000
I. Warehouse : 1st Floor - -	Tower Hill - -	Dry Goods, except Tobacco, for Ships' Stores.	9,000	Cases. 800	80
2nd Floor - -	- - - - - -	Racking and Bottling Spirits, Cased Wines and Spirits.	16,000	14,000	12,950
3rd Floor - -	- - - - - -	Manufacture of Perfumery, Bottling British Tinctures.	16,000	—	—
		(3) EAST INDIA DOCKS:		Casks, Coffee, of 10 cwt.	
1. - - - - -	Import Dock, South Side.	Dry Goods, except Tobacco.	8,645	1,620	11,340
2. - - - - -	Import Dock, South Side.	Dry Goods, except Tobacco.	8,260	1,548	10,836
3. - - - - -	Import Dock, South Side.	Dry Goods, except Tobacco.	9,535	1,790	12,530
4. - - - - -	Import Dock, South Side.	Dry Goods, except Tobacco.	9,535	1,790	12,530
5. - - - - -	Import Dock, South Side.	Dry Goods, except Tobacco.	8,260	1,548	10,836
8. - - - - -	Import Dock, South Side.	Dry Goods, except Tobacco.	27,000	5,060	35,420
9. - - - - -	Import Dock, South Side.	Dry Goods, except Tobacco.	27,000	5,060	35,420
16. - - - -	Import Dock, North Side.	Dry Goods, except Tea and Tobacco.	17,010	3,190	22,330
17. - - - - -	Import Dock, North Side.	Dry Goods, except Tea and Tobacco.	17,220	3,230	22,610
18. - - - - -	Import Dock, North Side.	Dry Goods, except Tea and Tobacco.	30,668	5,750	40,250
19. - - - - -	Import Dock, North and East Sides.	Dry Goods, except Tea and Tobacco.	12,284	2,300	16,100
A. - - - - -	New Basin, North Side.	Export Goods, Bonded, Drawback, and Free	25,399	—	—
		Dry Goods, except Tobacco.	49,642	9,285	64,995
B. - - - -	New Basin, East Side	Export Goods, Bonded, Drawback, and Free	14,600	—	—
		Dry Goods, except Tobacco.	13,800	2,588	18,116

Appendix.
29th Day.
No. 2—
continued.

2. List of Warehouses of "Special Security" in London, for which no Bonds are required—*contd.*

Name or Number of Warehouse.	Position in Docks.	For what Goods Sanctioned.	Superficial Area, Approximately.	Holding Capacity, Estimated.	Duty represented if full, Estimated.
			Sq. Ft.	Casks, Coffee, of 10 cwt.	£.
(3) EAST INDIA DOCKS—*continued.*					
C. - - -	New Basin, East Side	Export Goods, Bonded, Drawback, and Free. Dry Goods, except Tobacco.	6,164	2,312	16,184
6, two Floors - -	Import Dock, South Side.	Reception and Clearance of Baggage, &c.	10,545	—	—
Cellar - - - -	- - - - -	Wines and Spirits -	5,169	Pipes. 640 or 10,200 cases.	28,800
7, two Floors - -	Import Dock, South Side.	Reception and Clearance of Baggage, &c.	10,545	—	—
Cellar - - - -	- - - - -	Wines and Spirits, Bottling for Export.	3,605	Pipes. 416	18,700
12. - - - -	Import Dock, West Side.	Tea - - - -	36,000	Chests. 52,500	131,250
13. - - - -	Import Dock, West Side.	Tea - - - -	36,000	52,500	131,250
14. - - - -	Import Dock, West Side.	Tea - - - -	26,640	38,850	97,125
15. - - - -	Import Dock, North Side.	Specially Tea - -	16,200	23,625	59,062
Cotton Warehouses -	Import Dock, South Side.	Deposit of Baggage -	71,000	—	—
(4) WEST INDIA DOCKS.					
1. - - -	North Quay, Import Dock.	Dry Goods, except Tobacco.	172,216	29,798 or 222,671 bags.	208,586
2. - - - -	North Quay, Import Dock.	Dry Goods, except Tobacco.	170,479	29,497 or 220,600 bags.	206,479
3. - - - -	North Quay, Import Dock.	Dry Goods, except Tobacco.	185,448	32,088 or 239,780 bags.	224,616
4. - - - -	North Quay, Import Dock.	Dry Goods, except Tobacco.	179,298	31,024 or 231,353 bags.	217,168
5. - - - -	North Quay, Import Dock.	Dry Goods, except Tobacco.	48,212	8,342 or 62,339 bags.	58,394
6. - - - -	North Quay, Import Dock.	Dry Goods, except Tobacco.	177,512	30,715 or 229,524 bags.	215,005
7. - - - -	North Quay, Import Dock.	Dry Goods, except Tobacco.	173,658	30,048 or 224,536 bags.	210,336
8. - - -	North Quay, Import Dock.	Dry Goods, except Tobacco.	173,086	29,949 or 202,669 bags.	209,643
9. - - - -	North Quay, Import Dock.	Dry Goods, except Tobacco.	186,069	32,195 or 240,583 bags.	225,365
10. - - -	East Quay, Import Dock.	Dry Goods, except Tobacco.	207,359	35,879 or 268,111 bags.	251,153

2. List of Warehouses of "Special Security" in London, for which no Bonds are required—*contd.*

Name or Number of Warehouse.	Position in Docks.	For what Goods Sanctioned.	Superficial Area, Approximately.	Holding Capacity, Estimated.	Duty represented if full, Estimated.
			Sq. Ft.	Casks, Coffee, of 10 cwt.	£.
		(4) WEST INDIA DOCKS—*continued.*			
11.	West Quay, Import Dock.	Dry Goods, including Tobacco.	137,348	23,131 or 172,888 bags.	161,917
C.	South Quay, Export Dock.	All Goods, except Tobacco.	108,000	Chests, Tea. 105,000	262,500
		RUM QUAY.			
I.	Rum Quay	Spirits	113,400	Puncheons. 18,770	1,163,740
II.	Rum Quay	Spirits	111,509	18,520	1,148,240
XII.	Rum Quay	Spirits and Wine	86,284	7,370	456,940

Appendix.

29th Day, No. 3.

3. LIST of the CUSTOMS

(*Handed in by Mr. G. L.*

Name or Number of Warehouse.	Situation.	For what Class of Goods approved.	Superficial Area.
			WITHOUT
			Sq. Ft.
Blackfriars Vaults - -	Under Goods Depôt, Blackfriars Bridge.	Cased wine - - - - -	33,835
Commercial Road Warehouse -	Commercial Road, Whitechapel.	Dry goods (except tobacco), blending and repacking tea.	340,000
Crutched Friars Warehouse -	Crutched Friars - - -	Dry goods (including tobacco)	228,000
Cutler Street and New Street Warehouses.	Cutler Street - - - -	Dry goods (except tobacco), blending and repacking tea.	630,000
Goodman's Yard, West Vaults -	Minories - - - -	Wines and spirits, bottling -	8,000
Irongate Wharf - - -	St. Katharine's (Tower) -	Wines and spirits, dry goods except tobacco).	23,877
London and Continental Wharf	Lower East Smithfield -	Wines and spirits, dry goods except tobacco), vatting and bottling.	109,990
Millwall Docks - - - -	Isle of Dogs - - - -	Wines, spirits (in restricted quantities), dry goods (except tea and tobacco).	226,825
Royal Albert Dock - - -	North Woolwich - - -	Wines and spirits and dry goods (except cigars and tobacco), as stores for P. & O. Co.'s steamers.	3,000
Royal Mint Street Vaults - -	Royal Mint Street - -	Wines and spirits - - -	9,000
St. Katharine's Wharf - -	St. Katharine's (Tower) -	Wines and spirits, dry goods (except tea and tobacco).	38,315
Victoria Docks - - - -	Plaistow - - - -	Wines and spirits, dry goods, including tobacco (except tea). Tea for exportation, or in small parcels for home consumption, if for private use ; bottling.	1,149,303
			WITH
Abbey Wharf - - - -	Queenhithe - - - -	Tea - - - - - - -	24,730
Allhallows Wharf - - -	Upper Thames Street - -	Wines and spirits, vatting and bottling.	42,000
Bellamy's Wharf - - -	Rotherhithe - - - -	Dried fruit - - - -	158,162
Botolph and Nicholson's Wharves	Lower Thames Street - -	Wines and spirits, dry goods (except tobacco); vatting and bottling, mixing, blending and repacking tea for exportation or ships' stores.	130,359
Brewer's Quay Warehouses -	South Side of Lower Thames Street.	Wines and spirits, dry goods (except tea and tobacco).	33,952
Brewer's Quay Warehouses -	North Side of Lower Thames Street.	Wines and spirits, dry goods (except tobacco) ; vatting.	100,948
British Bonded Tea Warehouse	118, Southwark Street -	Blending and repacking tea for exportation.	2,080
British and Foreign Wharf -	Lower East Smithfield -	Wines and spirits, dry goods (except tobacco); vatting and bottling.	110,184
Brook's Wharf - - - -	Upper Thames Street - -	Wines and spirits, dry goods (except tobacco), repacking tea for exportation or ships' stores.	65,444
Brooke, Bond & Co.'s Blending and Export Warehouse.	Castle Alley, E. - - -	Blending and repacking tea for exportation.	1,767
Bull Wharf - - - -	Upper Thames Street -	Dry goods (except tea and tobacco), perfumed spirits.	80,490
Butler's Wharf - - -	Shad, Thames Street - -	Wines and spirits, dry goods (except tobacco). Tea may be landed for Uptown Warehouses.	476,619

BONDED WAREHOUSES IN THE PORT OF LONDON.

Ryder, C.B., *on the Twenty-ninth Day. See Question 11548.*)

Estimated Holding Capacity.	Name of Person or Company giving Bond.	Date of Bond.	Penalty.
SURETIES.			
			£.
72,000 cases champagne - -	London, Chatham & Dover Railway Company.	10 June 1896 -	5,000
278,600 chests tea - - -	East and West India Dock Company -	23 August 1887 -	15,000
110,000 chests China tea, or 82,000 Indian tea.	East and West India Dock Company -	2 October 1877 -	60,000
320,000 chests tea - - -	London and St. Katharine's Dock Company.	13 Dec. 1892 -	5,000
750 puncheons - - -	Great Eastern Railway Company - -	14 March 1879 -	3,000
2,525 cases, 200 bags, 150 pipes	General Steam Navigation Company -	23 August 1894 -	5,000
75,000 chests tea (90 lbs.), 1,650 butts.	Carron Company - - - - -	7 July 1881 -	5,000
5 casks spirits, 150 cases spirits, 703 hhds. wine, 8,260 cases wine, 9,280 bags coffee, 2,338,880 boxes raisins.	Millwall Dock Company - - - -	21 October 1892 -	15 000
5,000 cases of wines or spirits -	London and St. Katharine's Dock Company.	3 May 1881 -	3,000
800 puncheons - - -	The Midland Railway Company - -	24 June 1887 -	15,000
19,500 cases, 190 pipes, 2,400 bags.	General Steam Navigation Company -	23 August 1894 -	10,000
54,748 hhds. tobacco, 181,000 bags coffee, 1,500 chests tea, 2,063 puns. spirits, 100 butts wine.	London and St. Katharine's Dock Company.	6 April 1866 -	20,000
SURETIES.			
40,000 chests tea - - -	The Monastery Bonded Tea Warehouse Company.	29 July 1892 -	3,000
5,000 pipes wines or spirits -	Boord and Son - - - - -	23 November 1895	8,000
250,000 cases currants - -	Bellamy's Wharf, Limited - - -	19 December 1898	5,000
59,000 cases currants, 50,000 chests tea, 360 pipes wine, 60 puns. spirits.	Nicholson's Wharves, Limited - - -	8 September 1896	8,000
310 butts wine, 35,922 cases currants.	Joseph Barber and Company - - -	31 August 1897 -	15,000
500 butts wine, 16,708 cases currants, 1,062 puns. spirits, 19,131 bags coffee, 31,016 chests tea.	Joseph Barber and Company - - -	31 August 1897 -	15,000
400 chests tea - - - -	British and Benington's Tea Trading Association, Limited.	22 April 1897 -	1,000
9,604 pipes wines or spirits -	British and Foreign Wharf Company, Limited.	10 March 1890	3,000
42,680 chests tea - -	Robert Warner and Company, Limited -	27 March 1899 -	5,000
—	Brooke, Bond, and Company, Limited -	12 July 1899 -	1,000
69,520 cases of 1½ cwt., and 26,630 bags of 1¼ cwt.	F. A. Kebbel - - - - -	1 November 1877	3,000
245,832 chests tea (China), and 230,217 cases currants.	Butler's Wharf, Limited - - - -	20 December 1892	15 000

Appendix.

29th Day, No. 3—continued.

3. List of the Customs Bonded

Name or Number of Warehouse.	Situation.	For what Class of Goods approved.	Superficial Area.
			WITH SECURI- Sq. Ft.
Chamberlain's Wharf -	Tooley Street - - -	Wines and spirits, dry goods (except tabacco), bottling.	118,336
Chester's Quay - - - -	Lower Thames Street - -	Wines and spirits, dry goods (except tobacco and tea), ships' stores, bottling spirits for exportation.	25,695
Colonial Wharf - - -	High Street, Wapping - -	Wines and spirits, dry goods (except tobacco), vatting and bottling.	217,611
Cooper's Row Warehouse and Vaults.	Tower Hill - - - -	Wines and spirits, dry goods (except tobacco), vatting and bottling.	379,892
Cotton's Wharf - - -	Tooley Street - - -	Dry goods (except tobacco) -	347,229
Cox's and Hammond's Quay -	Lower Thames Street - -	Wines, dry goods (except tobacco and tea).	53,717
Crown Diamond Warehouses and Vaults.	48, Mark Lane - - -	Wines and spirits, vatting and bottling.	21,000
Custom House and Wool Quay	Lower Thames Street - -	Wines and spirits, dry goods (except tobacco).	23,260
Davis's Wharf - - - -	Tooley Street - - -	Dry goods (except tea and tobacco).	55,065
Elephant Cavendish Works -	66, Royal Mint Street - -	Manufacture of Cavendish and Negrohead tobacco, and the deposit of spirits used in the process.	12,308
Empire Tea Warehouse - -	Horse Shoe Alley, Bankside	Mixing and blending tea for exportation.	840
Fenning's Wharf - - -	Tooley Street - - -	Wines and spirits, dry goods (except tea and tobacco), bottling.	59,439
Ferguson's Bonded Warehouse	64, The Grange, Bermondsey	Blending and repacking tea for exportation.	2,280
Fogg's Wharf - - - -	Shad, Thames - - -	Snuff deposited for drawback, manufacture of sheep wash, hop wash, and nicotine.	1 218
Fresh Wharf - - - -	Lower Thames Street - -	Wines and spirits, dry goods (except tobacco), bottling.	77,298
Galley Quay - - - -	Lower Thames Street - -	Wines and spirits, dry goods (except tobacco and tea), repacking stores.	54,316
George Street Vaults and Warehouses.	George Street, Tower Hill -	Wines and spirits, dry goods (except tea and tobacco), vatting and bottling, fortifying lime juice.	20,500
Grand Surrey Wharf - -	Rotherhithe - - -	Roasting, grinding, mixing and packing coffee and chicory in bond for exportation or ships' stores.	12,560
Harrison and Crosfield's Export and Bonded Tea Warehouse.	1A, Goodman's Yard - -	Blending and repacking tea for exportation.	4,706
Hay's Wharf - - - -	Tooley Street - - -	Wines and spirits, dry goods (except tobacco), bottling, blending and repacking tea.	373,270
Hermitage Vaults - - -	Wapping - - - -	Wines and spirits, vatting and bottling.	11,685
Hermitage Wharf, Nos. 1 and 2 Warehouses.	High Street, Wapping - -	Wines and spirits, vatting spirits.	21,248
Horniman's Blending and Export Warehouse.	36, Primrose Street, E.C. -	Blending and repacking tea for exportation.	3,000
Joiner's Hall, Perfumery Warehouse.	Upper Thames Street - -	Manufacture of perfumery in bond for exportation only.	3,761
Jones' Vaults, Gun Wharf -	High Street, Wapping -	Spirits - - - - - -	15,870
Lime Street Bonded Vaults -	Lime Street - - - -	Wines and spirits, bottling -	4,000
Lipton's Export and Bonded Tea Warehouse.	Bath Street, City Road -	Blending and repacking tea for exportation.	5,900
London Bonded Cavendish Works	23, Bucknall Street, W.C. -	Manufacture of Cavendish and Negrohead tobacco in bond, and the deposit of spirits used in the process.	14,000

Warehouses in London—*continued.*

Estimated Holding Capacity.	Name of Person or Company giving Bond.	Date of Bond.	Penalty
TIES—*continued.*			£.
75,300 chests tea, 1,580 butts wines or spirits. 300 butts, 26,406 cases currants	Chamberlain's Wharf, Limited - -	28 November 1894	3,000
	(Included in bond for Brewer's Quay.)		
185,000 chests tea, 2,000 butts, 1,500 pipes.	Banes, Noel, and Company - - -	1 June 1888 -	15,000
70,000 chests China or 52,000 Indian tea, and 8,000 pipes.	Mann, Verner, and Company - - -	12 October 1897 -	5,000
- -	(These warehouses are included in the bond given in respect of the warehouses at Hay's Wharf.)		
85,000 cases currants, 500 pipes wine.	John Knill and Company - - -	5 July 1899 -	5,000
2,000 pipes - - - - -	J. D. Riddell and Company - - -	27 June 1899 -	3,000
418 puns. spirits and 9,678 chests tea, or 418 puns. and 19,356 cases currants.	Matthew Murray - - - - -	6 June 1899 -	10,000
25,000 bags coffee - - - -	Brown and Elmslie - - - - -	30 June 1899 -	5,000
——	Thomas Bear and Son, Limited -	22 March 1899 -	5,000
200 chests tea - - - - -	Appleton, Machin and Smiles, Limited -	18 December 1899	1,000
43,700 cases currants, 2,030 butts.	Macandrew and Cole - - - - -	20 October 1892 -	5,000
——	Edwin Holness - - - - -	11 February 1898	1,000
——	Corry and Company, Limited - -	11 February 1897 14 December 1898	1,000 1,000
64,000 cases currants, 300 pipes wine, 25,500 chests tea.	(Included in bond for Cox's Quay.)		
18,536 cases wine, 670 butts wine, 31,008 cases currants.	(Included in bond for Brewer's Quay.)		
2,100 pipes, 1,200 cases fruits, 800 bags coffee.	Samuel Hanson, Son and Barter - -	27 June 1899 -	5,000
——	Charles James Barry - - - - -	13 December 1899	1,000
775 chests tea - - - - -	Harrison and Crosfield's - - - - -	13 July 1898 -	1,000
241,000 chests tea and 2,730 butts.	The Proprietors of Hay's Wharf - -	30 August 1899 -	20,000
1,000 pipes wine - - -	The London and Edinburgh Shipping Company.	9 January 1900 -	3,000
2,800 hhds. B.P.S., 300 cases spirits.	(Bonds in respect of these warehouses not yet completed, the warehouses having only recently been transferred from the Excise. The bonds will be given by the Distillers' Company, Limited, as to No. 1, and by the London and Edinburgh Shipping Company as to No. 2.)		
60,000 lbs. tea - - -	W. H. and F. J. Horniman and Company, Limited.	5 June 1899 -	1,000
——	Sardon and Company - - - - -	22 September 1893	3,000
800 puncheons - - -	Thomas Jones - - - - - -	19 December 1898	5,000
350 pipes - - -	William John Woods - - -	24 May 1894 -	3,000
1,020 chests tea - - -	Lipton, Limited - - - - -	11 May 1898 -	1,000
——	Lambert and Butler Limited - -	29 March 1899 -	3,000

Appendix.

29th Day, No. 3—continued.

3. List of the Customs Bonded

Name or Number of Warehouse.	Situation.	For what Class of Goods approved.	Superficial Area.
			With Securi- Sq. Ft.
London Bridge Wharf	Lower Thames Street	Wines, dry goods (except tobacco).	20,131
Lusk's Bonded Store Floor	78, Wapping Wall	Dry goods (except tobacco for ships' stores).	540
Mark Brown's Wharf	Tooley Street	Coffee, cocoa, and chicory	10,080
Mazawattee Tea Blending Floor.	Tower Hill	Blending and repacking tea for exportation.	3,212
Metropolitan Warehouses and Vaults.	John Street, Minories	Wines and spirits, tea, vatting and bottling, blending and repacking tea.	180,960
Metropolitan Wharf	Wapping	All goods (except tobacco)	153,000
Metropolitan Wharf, M. Warehouse.	Wapping	Coffee and cocoa	40,000
Middleton and St. Bride's Wharf	Wapping	Wines and spirits; all goods (except tobacco).	241,332
Millwall Docks—Tobacco Juice Manufactory.	Outer Dock, South Side	Manufacture of tobacco juice for farming and horticultural purposes.	560
Monastery Warehouse	40, Dock Street, Upper East Smithfield.	Tea	47,569
Monument Warehouse	Dyers' Hall Wharf, Upper Thames Street.	Wines and spirits, dry goods (except tobacco); vatting and bottling.	134,000
Morton's Wharf	Millwall	Dry goods (except tobacco); fortified lime juice for exportation only; repacking tea for exportation.	20,990
New Crane Wharf	High Street, Wapping	Coffee and cocoa	61,613
New Hibernia Wharf	Montague Close	Dry goods (except tea and tobacco).	199,075
Old Swan Wharf	Upper Thames Street	Wines and spirits, dry goods (except tobacco); vatting and bottling.	17,632
Oliver's Wharf	Wapping	Tea, Coffee and Cocoa	55,600
Oliver's Wharf D.	Church Street, Wapping	Tea	5,000
The Palankeen	10 & 11, Bankside	Mixing, blending, and repacking tea for exportation or ships' stores.	1,375
Priory Warehouse	24, Crutched Friars	Tea	42,700
Red Lion and Three Cranes Wharf.	Upper Thames Street	Wines and spirits, dry goods (except tobacco); blending and repacking tea.	270,000
St. John's Wharf	Wapping	Dry goods (except tea and tobacco).	55,900
St. Olave's Warehouse	John Street, Minories	Tea	92 500
Salmon and Gluckstein's Bonded Cavendish Factory.	41 & 43, Clerkenwell Road	Manufacture of Cavendish in bond.	108
Savage Garden Vaults	Tower Hill	Wines and spirits	800
Sharp's Wharf	Wapping	Dry goods (except tea and tobacco).	19,000
Smith's Wharf	Queenhithe	Wines and spirits, dry goods (except tobacco).	72,710
South Eastern Wharf	Southwark	Dried fruit	19,810
Symon's Wharf	Tooley Street	Coffee and cocoa	159,768
Taddy and Company's Bonded Tobacco Factory.	45, Minories	Manufacture of Cavendish and Negrohead tobacco, and deposit of spirits, &c. used in the process; also manufacture of cigarettes for exportation.	9,984
Tetley's Warehouse :	56 & 58, Commercial Road	Blending and repacking tea for exportation.	5,005

Warehouses in London—*continued.*

Estimated Holding Capacity.	Name of Person or Company giving Bond.	Date of Bond.	Penalty.
TIES—*continued.*			£.
33,000 cases currants	(Included in bond for Cox's Quay.)		
——	Andrew Lusk and Company	29 March 1898	3,000
6,000 bags chicory	Leach and Company	11 December 1894	3,000
——	Mazawattee Tea Company, Limited	2 March 1898	1,000
6,000 pipes, 62,660 chests of China tea.	Metropolitan Bonded Warehouses, Limited.	29 May 1899	8.000
130,000 bags coffee	Anderson, Weber and Smith	9 February 1900	10,000
25,000 bags coffee	Anderson, Weber and Smith	(Included in above bond).	
——	Butler's Wharf, Limited	4 April 1899	10,000
——	McDougall Brothers	24 November 1897	3,000
51,000 chests tea	Monastery Bonded Tea Warehouse Company, Limited.	12 October 1899	5,000
130,000 chests tea, 4,000 cases currants, 1,450 pipes wine.	Monument and Bonded Warehouses Company, Limited.	8 October 1880	5,000
17,100 chests tea, or 35,000 cases currants.	Charles Douglas Morton	18 November 1897	5,000
30,000 bags coffee	(Included in bond for Metropolitan Wharf Warehouses.)		
15,350 casks, or 106,000 cases, or 145,000 bags coffee.	Sir W. H. Humphery, Bart	19 June 1899	5,000
28,000 cases currants, 235 pipes wine.	Messrs. Knight and Morris	2 March 1888	5,000
62,000 chests tea	Arthur Bryans	4 June 1896	5,000
5,000 packages tea	Arthur Bryans	28 June 1900	3,000
900 chests	Joseph Travers and Sons, Limited	17 May 1899	1,000
30,000 chests China or 22,000 Indian tea.	The Priory Bonded Warehouses, Limited	24 April 1890	3,000
2,780 pipes and 219,447 chests tea, or 280,130 bags coffee, or 333,539 cases currants.	Major and Field	3 May 1900	8,000
70,000 bags coffee	Robert Gresley Hall	28 February 1896	3,000
——	Wrightson and Company, Limited	28 March 1900	5,000
——	Salmon and Gluckstein, Limited	7 March 1900	500
40 pipes	(Included in bond for Brewer's Quay.)		
15,000 bags coffee	Beresford and Company	23 June 1898	3,000
87,900 chests tea (90 lbs.)	W. M. Smith and Company	12 July 1899	3,000
15,000 cases currants	Hoare, Baxter and Company	10 April 1898	3,000
34,504 bags coffee	Hoare, Wilson and Company	5 July 1899	3,000
40,000 lbs.	(No bond was given in this case, but 5,000*l.* Consols was transferred as security.)		
400 chests tea	Joseph Tetley and Company	23 June 1899	1,000

Appendix.

29th Day, No. 3— continued.

3. List of the Customs Bonded

Name or Number of Warehouse.	Situation.	For what Class of Goods approved.	Superficial Area.
			WITH SECURI- Sq. Ft.
Tower Hill Vaults - - -	Tower Hill - - - -	Wines and spirits, bottling -	464,400
Tower Tea Bonded Warehouse	Saracen's Head Yard, Aldgate, E.	Blending and repacking tea for exportation; roasting, grinding, mixing and packing coffee and chicory for exportation or ships' stores.	2,218
Trinity Vaults - -	Cooper's Row - - -	Wines and spirits, vatting and bottling.	20,130
Trinity Warehouse - - -	Cooper's Row - - -	Tea - - - - - - -	73,500
The United Kingdom Tea Company's Bonded Warehouse.	43 & 45, Worship Street -	Repacking cocoa for exportation or ships' stores; storing, blending and repacking tea for exportation.	1,249
Vi-Cocoa Bonded Warehouses -	3, Church Street, Minories -	Cocoa, manufacture of Vi-cocoa for exportation or ships' stores.	10,440
Water Lane Vaults - - -	Lower Thames Street - -	Wines and spirits, vatting and bottling.	11,000
West Kent Wharf - - -	Montague Close - - -	Dry goods (except tea and tobacco).	48,332
Willson's Wharf - - -	Tooley Street - - -	Wines and spirits; dry goods (except tobacco).	161 557
		Total superficial area - - - sq. ft.	8,705,664

Warehouses in London—*continued.*

Estimated Holding Capacity.	Name of Person or Company giving Bond.	Date of Bond.	Penalty.
TIES—*continued.*			£.
3,950 pipes - - - - -	(Included in the bond for Brewer's Quay.)		
200 chests - - - - -	Tower Tea, Limited - - - - -	19 October 1897 -	1,000
1,235 butts - - - - -	Courtney and Company, Limited - -	21 June 1899 -	5,000
50,000 chests China or 37,000 Indian tea.	Wrightson and Company, Limited	28 March 1900 -	5,000
652 chests - - - - -	United Kingdom Tea Company - -	9 March 1900 -	1,000
50 tons - - - - - -	Dr. Tibble's Vi-Cocoa (1898), Limited -	31 March 1898 -	3,000
1,500 pipes - - - - -	George Simon and Whelon - -	13 December 1895	3,000
2,400 tons coffee, 3,000 tons dried fruit.	Sir William Henry Humphery, Bart. -	19 June 1899 -	5,000
10,980 casks, or 82,100 cases, or 109,500 bags coffee, and 2,190 butts wines or spirits.	Hoare, Wilson and Company - -	18 March 1899 -	3,000
		Total Penalties - - £.	484,500

Appendix.
29th Day, No. 4.

4. Cases for the Opinion of the Law Officers of the Crown and their Opinions thereon as to certain powers of the Commissioners of Customs with reference to the Warehouses at the St. Katharine Docks.

(Handed in by Mr. G. L. Ryder, C.B., on the Twenty-ninth Day. See Question 11548.)

In the course of some recent correspondence between the Commissioners of Customs and the London and St. Katharine Docks Company, the latter have virtually claimed the power to warehouse in any part or parts of their warehouses any goods entirely at their discretion, and without approval or control by the Commissioners of Customs as to the kind of goods to be deposited in the particular warehouses and floors.

The general powers of the Commissioners, as to the approval of warehouses and the distribution of goods therein, are given by Section 12 of the Customs Consolidation Act, 1876 (39 & 40 Vict. c. 36), and as there is a defect in this section it will be well to deal with that before entering upon the question whether or not it applies to these dock premises with reference to the Company's Act.

The section runs thus :—

> The Commissioners of the Treasury may by their warrant from time to time appoint the ports and inland bonding places in the United Kingdom which shall be warehousing ports or places for the purposes of the Customs Act, in addition to those already appointed : and subject to their directions, the Commissioners of Customs may by their order from time to time appoint warehouses or places of security in such ports or places, and direct in what different parts or divisions of such warehouses or places, and in what manner, any goods and what sort of goods may, and may only, be warehoused, kept or secured without payment of duty upon the first entry thereof : or for exportation only in cases where the same may be prohibited to be imported for home use, and the Commissioners of Customs may also fix the amount of rent which shall be payable in respect of any goods deposited or secured in any of the Queen's warehouses : and all such sums shall be paid, received, and appropriated as moneys not duties of Customs.

This section, it will be seen, is verbally, or would probably be held to be verbally prospective only ; by the use of the word "such" it seems to limit the power of the Comissioners to "direct in what different parts or divisions" of warehouses approved under it, and "in what manner any goods and what sort of goods may, and may only, be warehoused, &c.," to warehouses approved under the Act.

In the same way Section 15, enables the Treasury and the Commissioners of Customs to revoke or alter warrants or orders, is limited literally to prospective warrants or orders.

Section 12 was intended to take the place of similar sections contained in several repealed Customs Acts (6 Geo. IV. c. 112, s. 2 ; 3 & 4 Will. IV. c. 57, s. 2 ; 8 & 9 Vict. c. 91, ss. 2 and 16 ; and 17 Vict. c. 107, s. 10). In 6 Geo. IV. ; 3 & 4 Will. IV. ; and 8 & 9 Vict. there is no such weakness as that in Section 12. In 16 & 17 Vict. c. 107, s. 10, the word "such" is used in the same way as in the Act of 1876, but its limiting effect is done away with by Section 12 of that Act, which declares that "all existing approvals shall continue in force as if the same had been made under the authority of this Act, unless and until revoked, &c." And in Section 14 of this Act the power to revoke or alter relates to "any" former warrant or order.

There is in the Act of 1876 no exact equivalent to Section 12 of the 16 & 17 Vict. c. 107, but parts of Section 288 were evidently intended to take its place. The wording, however, is different, the orders, &c., are kept in force, but it is not said "as if the same had been made under the authority of this Act." The section, however, does say that the orders, &c., are to remain in force "until altered, revoked, or rescinded, or others made in lieu thereof."

It is apprehended therefore that Section 12 (and also Section 15) of the Act of 1876 must be read in conjunction with Section 288 as giving the Commissioners of Customs full general powers over all warehouses, unless some special exemption can be shown. There is no doubt that these parts of the Act were not skilfully drawn, but if they do not apply to past approvals all power of the Commissioners of Customs over warehouses already approved would be done away with, which could never have been intended.

This is, of course, subject to the suggestion as to the survival of 16 & 17 Vict. c. 107, in the second question. Page 22 of this case.

Assuming this to be correct the main question is whether there is any exemption of the warehouses at the St. Katharine Docks from the general law.

It may be well to state shortly the facts out of which the question has arisen.

The St. Katharine Dock Company applied to the Commissioners of Customs for the approval of certain floors for the warehousing of tea. The Commissioners agreed to the approval on certain conditions. The company objected to the conditions, and, asserting that although the application for approval was made as a matter of courtesy, approval was not legally necessary, placed the goods in the floors as a right.

The St. Katharine Docks and the warehouses there were constructed under the private Act, 6 Geo. IV. c. 105, and the section in that Act which bears upon the approval of warehauses is Section 120. This runs as follows :—

> And be it further enacted that when any one or more of the said docks by this Act authorised to be made and built by the said directors with the basin or basins, buts, locks, quays, wharves, warehouses, vaults, and other works belonging or to belong thereto, shall be so far completed that in the judgment of the Lords Commissioners of His Majesty's Treasury for the time being, or any three or more of them, the same shall be fit for the reception of ships and goods respectively, it shall be lawful for the Lords Commissioners of His Majesty Treasury for the time being, or any three or more of them, and they are hereby respectively authorised and empowered by warrant under their hands to certify and make known the same, which warrant shall be published three times at the least in the "London Gazette," and in two or more morning daily newspapers then usually circulated in London ; and the said warrant so published as aforesaid shall be deemed sufficient notice to all parties interested in the completion of the dock or docks, quays, wharfs, warehouses, vaults, and other works concerning which such certificates shall be made, that the same are fit and approved by the Lords Commissioners of His Majesty's Treasury for the reception of ships and of all goods, wares, and merchandise under the provisions of an Act passed in the fourth year of His present Majesty's Reign, intituled, "An Act to make more effectual provision for permitting goods imported to be secured in the warehouses and other places without payment of duty on the first entry thereof," or under any other Act or Acts relating to the warehousing of goods, wares, and merchandise.

Another Section in the Act which may indirectly affect the question at issue is Section 94, which is as follows :—

> And be it further enacted that the quays and wharfs which shall be built under the authority of this Act shall at all times hereafter be deemed and taken, and are hereby declared to be to all intents and purposes whatsoever, legal quays and wharfs for the landing and re-landing, discharging, lading and shipping of any goods, merchandise and things whatsoever within the port of London ; any law or statute or any usage or custom of the City of London or elsewhere to the contrary thereof notwithstanding.

The Sections in 4 Geo. IV. c. 24, the Act named in Section 120 of the Dock Act, are Sections 5 and 9, are as follows :—

> Section 5. And be it further enacted that it shall and may be lawful for the Commissioners of His Majesty's Treasury of the United Kingdom of Great Britain and Ireland at any time after the commencement of this Act by their Warrant under their hands or the hands of any three or more of the said Commissioners for the time being from time to time to select, appoint, approve and declare at what ports in Great Britain and Ireland respectively, and in what warehouses or places in such ports goods and merchandise of every description or

goods and merchandise of any particular description or any particular articles of merchandise, shall and may be lodged in warehouses or otherwise secured without payment of duty as aforesaid. And all such goods and merchandise or such particular goods and merchandise, or such particular articles of merchandise, shall and may be so lodged in warehouses or secured at any such port in Great Britain or Ireland respectively so appointed, approved, selected, and declared, and at no other port or place whatever in Great Britain or Ireland respectively, and that every such warrant of the said Commissioners of His Majesty's Treasury in all cases whether the privilege of warehousing or otherwise securing goods and merchandise at any port shall extend to every description of goods and merchandise, or whether such privilege shall be confined to particular goods and merchandise, shall be published three times in the "London Gazette" or "Dublin Gazette" respectively, and that in all cases where such privilege shall be confined to particular goods and merchandise or to particular articles of merchandise, a list of such goods and merchandise as shall be so permitted to be warehoused or secured shall be in like manner inserted and specified in the "London Gazette" or "Dublin Gazette" respectively.

Section 9. Provided always and be it enacted that it shall and may be lawful for the said Commissioners of His Majesty's Treasury from time to time by warrant under their hands, or the hands of any three of the said Commissioners, to revoke any former warrant or to make such alterations in or additions to any such former warrant, or to make or grant any new warrant or warrants, either with respect to the ports, places and warehouses wherein such goods and merchandise may be lodged or secured as aforesaid or with respect to the goods and merchandise to which such privilege shall be extended or with respect to any particular article or articles of merchandise as to the said Commissioners of His Majesty's Treasury shall appear expedient; and every such warrant for any such revocation, alteration or addition, together with a list of the goods, merchandise or articles to which any such warrant shall relate, shall in all cases be published three times in the "London Gazette" and "Dublin Gazette" respectively.

This Act was repealed by 6 Geo. IV. c. 105, and a new warehousing Act, 6 Geo. IV. c. 112, took its place a few days after the passing of the Dock Act.

In this last Act are contained the following sections as to approval, etc., of warehouses:—

Section 2. And be it further enacted that it shall be lawful for the Commissioners of His Majesty's Treasury by their Warrant from time to time to appoint the ports in the United Kingdom which shall be warehousing ports for the purposes of this Act, and that it shall be lawful for the Commissioners of His Majesty's Customs, subject to the authority and directions of the Commissioners of His Majesty's Treasury, by their Order from time to time to appoint in what warehouses or places of special security or of ordinary security as the case may require, in such ports, and in what different parts or division of such warehouses or places, and in what manner any goods and what sort of goods may and may only be warehoused, and kept, and secured, without payment of any duty upon the first entry thereof or for exportation only, in cases wherein the same may be prohibited to be imported for home use; and also in such Order to direct in what cases (if any) security by bond in manner hereafter provided shall be required in respect of any warehouses so appointed by them.

Section 3. And be it further enacted that whenever any warehouse shall have been approved of by the said Commissioners as being a warehouse of special security, it shall be stated in their Order of Appointment that such warehouse is appointed as a warehouse of special security; provided always that all warehouses connected with wharfs for the landing of the goods to be lodged therein and enclosed together with such wharfs with walls such as are or shall be required by any Act for the construeing of such warehouses and wharfs and being appointed to be legal quays, shall without any Order of the Commissioners of the Customs be warehouses for the purposes of this Act, for all goods landed at such wharfs or quays at any port appointed by the Commissioners of His Majesty's Treasury to be a warehousing port as aforesaid, and all such warehouses shall be warehouses of special security.

Section 7. And be it further enacted that every order made by the Commissioners of the Customs in respect of warehouses of special security, as well those of original appointment, as those of revocation, alteration, or addition, shall be published in the "London Gazette" for such as shall be appointed in Great Britain, and in the "Dublin Gazette" for such as shall be appointed in Ireland.

Subsequent Acts bringing corresponding, although not exactly similar, provisions down to the present time are as mentioned in page 2 of this case, 3 & 4 Will. IV. c. 57; 8 & 9 Vict. c. 91; 16 & 17 Vict. c. 107, and the existing Customs Consolidation Act 39 & 40 Vict. c. 36.

The sections in 3 & 4 Will. IV. c. 57, and 8 & 9 Vict. c. 91, may be taken to be repetitions of the corresponding sections in 6 Geo. IV. c. 112.

There is no record of any warrant by the Lords of the Treasury having been issued under Section 120 of the Dock Act.

The official records have been searched, and also the Gazettes for 10 years from 1825, and the earliest Order of Approval (which appears in both) is a Minute of the Commissioners of Customs, dated 23rd October, 1828, published in the "London Gazette" of 28th October, 1828.

The necessity for publication in the "Gazette" ceased on passing of 16 & 17 Vic. c. 107.

The following is a copy of this Minute taken from the "Gazette":—

"Custom House, London, October 28th, 1828.

"Whereas by an Act of Parliament made and passed in the 6th year of the Reign of His present Majesty King George the Fourth, intituled, 'An Act for the warehousing of goods,' it is amongst other things enacted, that it shall be lawful for the Commissioners of His Majesty's Customs, subject to the authority and directions of the Commissioners of His Majesty's Treasury, by their Order from time to time to appoint in what warehouses or places of special security or of ordinary security as the case may require in certain ports in the United Kingdom and in which different parts or divisions of such warehouses or places, and in what manner any goods and what sort of goods may be warehoused and kept and secured without payment of any duty upon the first entry thereof or for exportation only, in cases wherein the same may be prohibited to be imported for home use. And it is by the said Act further enacted that every Order made by the said Commissioners of the Customs in respect of warehouses of special security, as well those of original appointment as those of revocation, alteration or addition shall be published in the "London Gazette" for such as shall be appointed in Great Britain. We the undersigned Commissioners of His Majesty's Customs in pursuance of the powers so vested in us, have appointed at the Port of London certain warehouses and vaults belonging to the St. Katharine Dock Company, that is to say:—

"Stack A. Six stories high (five divisions each) exclusive of vaults 437 feet long by 110 feet wide.
"Stack B. Six stories high (five divisions each) exclusive of vaults 437 feet long by 99 feet wide.
"Stack C. Six stories high (four divisions each) exclusive of vaults 401 feet long by 95 feet wide.

"situate at St. Katharine Dock, in the Parish of St. Botolph, Without Aldgate, and in the Parish or precinct of St. Katharine, near the Tower of London, in the County of Middlesex, as warehouses of special security for the deposit of all articles, without payment of duty on the first entry thereof, or for exportation only under the provisions of the said Act.

"E. Stewart,
"A. G. Stapleton."

Subsequently to this Minute (*i.e.*, in 1830) a Dock Act, 11 Geo. IV. c. 13, was passed. Section 12 of this Act recites Section 120 of the Dock Act, 6 Geo. IV. c. 105, and its reference to 4 Geo. IV. c. 24, and reciting that by 6 Geo. IV. c. 112, regulations had been estal-

Appendix.
29th Day, No. 4—continued.

lished with respect to warehouses of special security repeals so much of the recited Act.*

The Solicitor for the Customs and the Solicitor to the Dock Company have had one or two discussions on the subject, and as a result the latter wrote the following letter which contains the arguments so far in favour of the claim of the Dock Company to exemption from ordinary Customs Law :—

"Leadenhall House,
"101, Leadenhall, Street, London, E.C.,
"3rd November, 1888.

"My dear Sir,

"(1) As the outcome of our conversation, when I had the pleasure of seeing you on Thursday last, it has occurred to me that it may be well for me to state the grounds upon which I venture to differ from your opinion on the legal question which we discussed. In doing so I must ask you kindly to understand that I am not for a moment pretending to present to you the case of my clients exhaustively in all its bearings, nor should I presume to do so in a matter of such importance without assistance from much higher legal authorities than myself. My purpose will be served if I am able to convince you that at all events the legal position taken up by Her Majesty's Customs is by no means free from doubt.

"(2) I would in the first place ask you to bear in mind that the St. Katharine Dock and its surrounding warehouses (to which we have, as you will remember, been specially directing our attention) were constructed at enormous cost under the authority of the Act 6 Geo. IV. c. 105, for the express purpose, so far as the warehouses were concerned of taking in bonded goods of all kinds. The privilege of receiving bonded goods was granted to them by Parliament in consideration of the special means of security which were provided at the Company's expense for the safe custody of goods liable to pay duty to the Crown. And if regard be had to the magnitude of the undertaking and storage accommodation it seems, as I venture to think, only reasonable to suppose that the Company would not have constructed their works unless they had felt perfectly secured in their right to receive and warehouse goods of all descriptions without any limitation beyond that involved in the right of the Crown to exercise a joint control over goods subject to duty.

"(3) In a sense this may be said to be beside the legal question, but it has, I think, a material bearing upon the point of view from which to approach the construction of the Acts, in that the Company's premises appear to me from their very nature and surroundings to be in character quite distinct from the bonded warehouses coming under the general legislation on which you rely.

"(4) Passing to the actual statutory provisions, I am unable to place on the concluding words of Section 120 of the St. Katharine Dock Act, 6 Geo. IV. c. 105, the construction which you attribute to them. It appears to me that in order to give the meaning you desire to these words you must interpolate the words 'from time to time' which are not to be found in the section.

"Furthermore, in the earlier part of the section the Company's privilege is expressly declared to extend to the reception of 'all goods, wares, and merchandise,' whereas if the general Acts subsequently passed are to be held to control this section, the limitation in those Acts involved in the expression 'what sort of goods' appears to me virtually to repeal the privilege granted by the section to which I am referring. Your contention would go the whole length of enabling the Crown to say, 'Although your warehouses were built for the reception of all kinds of goods subject to duty, and although in building them you constructed a high wall all round your premises for greater security, and otherwise went to enormous expense to satisfy the requirements of the Crown, and although under the Act of 1825 your warehouses were declared in consideration of this outlay to be fit for the reception of all sorts of goods, nevertheless for the future you shall only warehouse so much tea, so much tobacco, and so forth, however ruinous this may be to you in the conduct of the business which you have carried on without interruption since 1825.'

"(5) I submit that upon a fair reading of the 120th Section it can only be read in connection with the general Act or Acts in force at the time, and that it cannot be held to have been repealed or vitally affected, by implication, by subsequent general Acts containing no reference to it.

"(6) My argument does not, however, rest there. If I rightly understand the present position of the legislation affecting Her Majesty's Customs as regards warehouses, it is all now contained in the Act of 1876, and the section bearing on this subject would be Section 12 of that Act. I find in that section nothing that can in any way be said to govern the case of my clients. It is expressed in a future tense with reference to warehouses approved after the Act. It is evident from your letter of the 26th ultimo that you felt pressed with this point, but however great may be the anomaly which may result from considering the section according to its plain language, you will pardon me for saying that the anomaly would not be greater than to hold that my clients are, by implication, to be deprived by general legislation of the privileges granted in consideration of their expenditure and the public utility of their undertaking. I confess, however, that I am more concerned for the purpose of this letter to rest my clients' case upon the broad basis of the rights acquired and ever since enjoyed by them, under their Act of 1825, and of the consideration on their part for the grant of such rights than to seek refuge in means of escape afforded by verbal criticisms upon the general Customs Act. My contention is that there is no general Act which by construction or reasonable interpretation can be held to deprive my clients of their statutory privileges of receiving without limit all goods subject to duty, and that the reason for this is to be found in the fact that looking fairly at all the circumstances of the case it would have been most unjust for them to be so deprived.

"(7) You will, I am sure, bring a perfectly candid mind to bear upon the views which I have suggested, none the less because of the conclusion formed by you, and I cannot but think that in doing so I may claim your agreement with me to this extent, at all events, that the legal aspect of the case is by no means so clear as to justify a confident expression of opinion of the view which would be taken of it in a court of law. Suffer me to add that such a solution of the doubt seems to me to be the last thing that should be desired on either side.

"Yours, etc.,
"EDWARD F. TURNER.

"Charles J. Follett, Esq., Solicitor,
"H.M. Customs, E.C."

As to paragraph 2 of this letter, it is to be observed that many docks have been constructed since the St. Katharine's, and that no such privileges or exemptions as those claimed have been given to them. Notably, in London, the Commercial Docks, the Victoria, the Royal Albert, and the Tilbury Docks. All these docks have been constructed at considerable, some of them at very great, cost.

The arguments contained in paragraphs 4 and 5 are perhaps the most weighty. It is apprehended, however, that Section 120 of the Dock Act must be read as if the words "for the time being" were in it; and this especially with reference to the facts of the Warehousing Act of 6 Geo. IV., passed only a few days after the Dock Act, to the terms of the preamble to that Act, and to the subsequent repeal of Section 120 by 11 Geo. IV. c. 13.

No doubt the powers claimed by the Commissioners are extensive, and necessarily so, and, put in Mr. Turner's words, look very formidable, but they are no more oppressive in the case of this than in that of any other dock company or of any other warehouse-keeper.

Warehouses are almost invariably approved for the reception of named goods, and any withdrawal of the privilege must necessarily take the form of, or be in effect, a revocation of the Order of Approval. Any hostile revocation is prevented from being sudden or capricious by the provisions of Section 1 of 45 & 46 Vict. c. 72. These provisions give the proprietor every opportunity of bringing the case before the Commissioners for reconsideration, and of appealing to the Treasury.

In many instances of late the Commissioners of Customs assuming that they had power to do so have revoked the Orders approving warehouses (not, however, at any of the large docks) in which were deposited but small quantities of, or not any, dutiable goods.

*There were two or three Orders of the Commissioners relating to warehouses and the deposit of goods therein in 1830, and there have been approvals and orders from time to time since down to date. These were all under the general law.

This has been done with the view to concentrate the warehousing business, and so to save expense in officers.

Moreover, Mr. Turner's argument, founded on carrying out the powers of the Board to the extremity, may be met by putting another extreme case. Suppose that the dock premises were allowed to fall into decay so as to be quite unfit for the reception of goods and security of the duties, it would be most dangerous to admit that in such a case nothing but an Act of Parliament could prevent the continuous deposit of goods. This, it is true, applies more to the power of revocation than to the power to say in what warehouses particular goods shall be deposited, but it is submitted that the two powers are on very much the same footing.

Even without going so far as this, the contention that the dock company is perfectly free, without any regard to the regulations of the Board of Customs (*inter alia* requiring high and low duty goods to be kept separate—a most important matter) or to the requirements of their officers, and without consultation with them, to warehouse goods precisely according to their fancy in the various stacks and floors is almost as unreasonable.

Such a system would render an efficient watch on the part of Custom officers a matter of needless expense and trouble, indeed a matter of impossibility, since without any notice the staff at the docks might be called upon to do an amount of work which their number at the time would be quite unable properly to perform.

As to what is said in paragraph 6 of Mr. Turner's letter it is dealt with in the earlier part of this case.

In reply to this letter the attention of the Dock Company's solicitor was called to the fact that there had apparently never been any formal approval under their Act or under the 4th Geo. IV., but that, on the other hand, the warehouses had been approved in accordance with the warehousing Act in force when the docks were finished and approval sought.

In answer he wrote as follows:—

"Leadenhall House, 101, Leadenhall Street,
London, E.C., 10th December, 1888.

"My dear Sir,

"I have to thank you for your letter of the 6th inst.

"I have felt some hesitation as to whether or not I could usefully avail myself of the opportunity afforded to me by it of making some observations on the points to which you draw my attention. I may add that with reference to one observation in your letter, that to the best of my knowledge these points were not adverted to by you in any previous communications between us.

"If I rightly appreciate your point, it amounts to a suggestion that the Commissioners of the Treasury did not in fact give such a warrant as the 120th Section of the St. Katharine Dock Act (6 Geo. IV. c. 105) prescribes, but that a minute was made by the Commissioners of Her Majesty's Customs, which on the face of it expresses their approval as given pursuant to Section 7 of an Act (6 Geo. IV. c. 112) which did not come into force until after the St. Katharine Dock Act was passed.

"I, of course, accept unreservedly any statement of fact made by you, but you will readily understand that I am not prepared to accept as conclusive the inferences of fact which you draw from your researches into documentary evidence so remote in point of date and so difficult to trace. Nor am I able, even assuming that the facts stated by you contain everything which is on record relating to this subject, to accept the result as having any material bearing upon the legal position as between the Company and Her Majesty's Commissioners of Customs.

"It appears to me that the sections of the St. Katharine Dock Act prescribed a particular form of approval to be followed by consequences which have in fact ever since been in operation, and that if from some cause, not now perhaps capable of explanation, that approval was not given, my clients cannot be prejudiced by that circumstance. They either have or have not the statutory privileges which I claim for them, and those privileges cannot, as I think, have been taken away from them by any act on the part of the Commissioners of Customs nor by any notice of such an act conveyed by means of publication in the 'London Gazette.' To my mind it is a pure question of construction of statutory provisions, and, as I have before freely admitted to you, I am by no means prepared to say that the construction of those provisions which I contend for is a matter free from doubt. What I think I can clearly claim is your concurrence in the view that it cannot with any confidence be said what view would be taken of those provisions if submitted to judicial interpretation.

"I do not, of course, for a moment complain of your researches. I do however venture to press upon you that to attempt to dislodge my clients from a position which they have occupied without the slightest question, and with perfect harmony as between themselves and the officers of the Crown for upwards of half a century, by a minute analysis of the legal effect of warrants or minutes issued in 1828, would be hardly consistent in spirit with fair and just dealing on the part of the Commissioners of Customs towards the St. Katharine Docks Company.

Suffer me, in conclusion, to repeat in this letter the reservation made in the opening paragraph of my letter of the 3rd November last, and to say that I am not affecting to present the case of my clients exhaustively from a legal point of view, and that if occasion were to arise to do so, I should advise them to obtain the assistance of higher legal authorities than myself. I have abstained from giving that advice, because I hoped and believed, as I still do, that the question which has arisen is capable of being practically adjusted without joining issue upon the doubtful and highly technical questions of law which you and I have had to consider.

"I am, &c.,
"Edward F. Turner.

"Charles J. Follett, Esq., Solicitor
"of H.M. Customs, E.C."

There is no doubt a quasi contract or understanding between the Crown and the owners of these places of special security that so long as the material security of the warehouse is kept up they shall receive fair and just treatment in the way of warehousing goods, but absolute freedom from the general provisions of warehousing law and regulations is a thing which is not acquired or claimed by all the other great dock companies or authorities (even when they are public bodies like the Mersey Docks and Harbour Board as distinguished from mere commercial undertakings), and there is nothing peculiar in the position of the St. Katharine Dock Company to make a claim stronger on their part.

There is not at present any really important question to be practically dealt with or which could not, probably, be amicably adjusted, but the Commissioners of Customs are desirous of knowing how far they have a free hand to deal with these warehouses at the St. Katharine's Dock in case at some future time they should think it desirable to do so.

The main questions for consideration are:—

1. Do the powers contained in Sections 12 and 15 of 39 & 40 Vict. c. 36 apply only to warehouses approved under that Act?

2. If they do apply so exclusively, do the similar provisions in 16 & 17 Vict. c. 107, Sections 10 and 14, remain in force as to warehouses approved before 39 & 40 Vict. c. 36?

3. Can the St. Katharine Dock Company by reference to their own Acts claim for the warehouses at that dock exemption from the exercise by the Commissioners of Customs of the power of controlling the internal distribution of warehoused goods, and the General Custom Acts referred to?

The Law Officers will please advise the Commissioners on these points, and generally on the case.

There is a point to which it is well to call attention as affecting the power of absolute revocation; and although the question here is one not of revocation absolutely, but only of internal distribution, yet it may be argued that if the power of revocation is affected so is the power as to distribution of goods.

On page 3 of this case will be found a copy of Section 94 of the Dock Act. This section declares that the quays, etc., of the docks are to be "legal quays," the meaning of which is this. The places for landing goods imported are, under the Customs Laws, either "legal quays" or "sufferance wharves." The former are ordinarily appointed by warrant of the Lords of the Treasury, the latter by the Commissioners of Customs upon bond by the occupier (see 39 & 40 Vict. c. 36, Sections 11 and 14). By this Dock Act, however (and by others in similar instances), it is declared that the quays shall be "legal quays," and by Section 3 of 6 Geo. IV. c. 112 (copied at page 4), it was provided that all warehouses for the purpose of the Act and warehouses of

Appendix.
29th Day,
No. 4—continued.

special security, that is to say, that no bond should be required to secure the duties on the goods deposited therein.

The dock property, therefore, consists of legal quays and warehouses of special security, and Section 94 of the Dock Act, which declares that the quays shall be legal quays, uses the expression "for all time hereafter."

Coupling the declaration contained in this section with Section 3 of 6 Geo. IV. c. 112, it might be somewhat substantially argued that so long as the warehouses keep themselves up to the character of warehouses of special security, they also must continue to be such warehouses for all time.

It has been thought well to point this out to the Law Officers, although the contention on the part of the Board of Customs would be, that however much this may be or not, these warehouses, so long as they continue to be such, ought to be, and are, under supervision as to internal arrangements as other warehouses.

OPINION.

The questions submitted to us are by no means free from difficulty, as they depend upon the construction to be put upon several statutes.

Upon the whole, however, we are of opinion:—

1. That so far as the approving of warehouses and places of security are concerned, the power contained in Sections 12 and 15 of 39 & 40 Vict. c. 36, apply only to warehouses as to which approval is signified by Orders of the Commissioners under that Act or which are to be treated as being under that Act.

2. In the view we take of the case, it becomes unnecessary to answer this question, but in our opinion Orders made under Sections 10 and 14 of 16 & 17 Vict. c. 107, remain in force as to warehouses approved before 39 & 40 Vict. c. 36, until "altered, revoked, or rescinded," as provided in Section 288 of the later Act.

3. We are of opinion that the sections of 6 Geo. IV. c. 105, relating to the St. Katharine's Docks are still in force, and that, under Section 94, the quays are legal quays, and that, by 6 Geo. IV. c. 112, Section 3, the rights given under the private Act of Parliament, so far as the warehouses themselves being approved warehouses, are preserved.

The question still remains whether, though the warehouses in question are approved, the Commissioners of Customs have the power of requiring in what different parts or divisions, or in what manner, any goods may be warehoused or kept—or, in other words, the power to control the internal distribution of warehoused goods.

An argument may be raised that the terms of Sections 11, 12, and 15 of 39 & 40 Vict. c. 36, are sufficient to make the warehouses, under private Acts of Parliament, and of which the rights are preserved under the proviso to Section 3 of 6 Geo. IV. c. 112, subject to the Orders of the Commissioners of Customs so far as the internal distribution of goods is concerned. But, in our opinion, the language of the sections does not support that contention, and we think the warehouses of the St. Katharine's Dock Company, constructed under the Act, are exempt from any control by the Commissioners.

(Signed) RICHARD WEBSTER.
EDWARD CLARKE.

Royal Courts of Justice,
21st March, 1889.

SUPPLEMENTAL CASE.

I am afraid I must ask the Law Officers a few explanatory questions on this opinion, which leaves the Board of Customs in an unsatisfactory position.

As regards answer 1.—I understand it to be the view that Section 12 of the Customs Consolidation Act, 1876, must be read literally, and that having regard to the word "such" contained in it, the orders made under it and the powers conferred by it are absolutely confined to warehouses approved after the date of the Act, and consequently that the powers do not extend to any warehouses approved at the time when the Act was passed. What, then, is the position of all warehouses approved (I speak for the present only of ordinary and not of special security) at the time when the Act in question was passed? All the previous Acts relating to warehousing have disappeared and have been repealed, and yet numbers of warehouses are existing approved by the Board of Customs under the previous Acts. Are all these warehouses, and all the approvals of them, left without any legislation at all applying to them? It seems to be placing a very* strict interpretation upon an Act of Parliament to make it commit such a manifestly unintended blunder as this.

As to Answer No. 2.—I think there is a little misunderstanding here. The question put was not whether the orders made before the Customs Consolidation Act, 1876, still exist—this beyond a doubt they do—but whether these orders if not resting upon the sections of the Act of 1876 can call in aid the provisions of the Act of 1853.

If they do not rest upon either the one or the other of these Acts they are left high and dry in the air; and with much submission I would urge again myself that the meaning of the words in Section 288 of the Act 1876, "All warrants, licences, orders, and regulations made by the Commissioners of the Treasury or the Customs under any Act or Acts relating to the Customs now repealed shall remain in force until altered, revoked, or rescinded, or others made by them in lieu thereof," do mean that all such warrants, licences, orders, and regulations shall remain in force to be worked, administered and applied in all subordinate or detail matter in accordance with the provisions which the Act then in course of passing (as the existing Charter of Customs Laws) should lay down.

Of course I admit that it would be possible to revoke all the orders approving warehouses, and by making fresh orders to bring warehouses under the new Act, but this would clearly not be what the Act intended: it would be a very troublesome operation both for the Crown and the warehousekeepers and it might open up some very delicate questions as to the propriety of things done in the last thirteen years.

As to Answer No. 3.—This certainly goes beyond what I expected in stating that the warehouses of the St. Katharine's Dock Company constructed under the Act are "exempt from any control by the Commissioner of Customs." I perfectly understand and was prepared for the argument that as the quays of the company are legal quays and the warehouses thereon constructed under a private Act and also having regard to the special security of construction, that these warehouses stand in a different position to those simply "approved" from time to time by the Commissioners of Customs and that it would be not justifiable and not legal to attempt to take this character from them so long as they keep themselves, in fabric, places of special security; but I really would urge again on the Law Officers whether they are perfectly clear that while the Commissioners of Customs may not be able to say that a warehouse shall cease to be a warehouse they have not in respect to these places of special security a right to control the disposition of the goods in the different parts or divisions of them, and I will venture to call attention even more strongly than I did in the case to the argument for this consideration.

Sec. 95. 6 Geo. IV c. 105. Sec. 3. 6 Geo. IV. c. 112.

By Section 120 of the Dock Act 6 Geo. IV. c. 105 the warehouses after a formal approval therein provided for (Section 122) are to be "under the provisions of an Act passed in the fourth year of His then Majesty's reign intituled 'An Act to make more effectual provision for permitting goods imported to be secured in warehouses and other places without payment of duty on the first entry thereof' or under any other Act or Acts relating to goods, wares, and merchandise."

4 Geo. IV c. 24.

This Act of the 4 Geo. IV. c. 24 was repealed by the 6 Geo. IV. c. 112, which constituted a new code as to the warehousing of goods, in substitution for the one which was repealed. In the absence even of anything else I should certainly urge, as I did in the case, that this Act of the 6 Geo. IV. would come under the words "any other Act or Acts" referred to in Sec. 120 of the Dock Act, and that the words should be read as "any other Act or Acts for the time being."

But this question is decided, I venture to submit, by the subsequent Dock Act of 1830, 11 Geo. IV. c. 13. Section 12 of that Act repeals Section 120 of the first Dock Act, and it is distinctly stated that the reason for doing this is the passing of the Warehousing Act 6 Geo. IV. c. 112, as by that Act, for the warehousing of goods "regulations are established with respect to ware-

*See Rule laid down by Baron Parke in Becke v. Smith. 2 Meeson and Welsby, p. 191, as to not making Acts of Parliament bear an interpretation leading to "absurdity or repugnance."

houses of special security," and it is, therefore, unnecessary to retain Section 120 of the main Act.

In the year 1850, therefore, the dock company by their own Act admitted themselves to be under the general Warehousing Act then for the time being in force, and accepted therefore the position of being under the general Warehousing Act which might from time to time be in force.

The question therefore comes what did this general Warehousing Act do?

It laid down by Section 2 that the Commissioners of Customs acting under the Treasury might "by their order from time to time to appoint in what warehouses or places of special security, or of ordinary security, as the case might require, in parts and in what different parts or divisions of such warehouses or places, or in what manner any goods, and what sort of goods might and might only be warehoused, etc."

This is a provision applying to warehouses whether of special or ordinary security, and is not apparently limited to warehouses approved by an order of the Commissioners, but extends to a general power over any places that happen to be warehouses either of special or of ordinary security. Then by Section 3 there is a careful statement as to what warehouses of special security are to consist of: they are to consist either of warehouses approved by a formal order of appointment by the Commissioners, or of warehouses specially constructed with legal quays and walls and under an Act of Parliament for their construction, and it is stated that such latter warehouses will be places of special sceurity without an order of the Commissioners, and will be places of special security and warehouses "for the purposes of that Act."

In other words, what was effected was this, that (as the second Dock Act in its 12th Section indicates) it was no longer necessary to have the special machinery contained in Section 120 of the main Dock Act for approving and publishing the approval of the docks and warehouses, because the general Act, now supplied these, but the warehouses which thus became by the general Act, warehouses of special security were so "for the purposes of that Act" just as the warehouses approved under Section 120 of the main Act were approved "under the provisions of the then general Act of warehousing."

This continued up to the year 1853, and it may be said that the control of the Commissioners of Her Majesty's Customs, which is now objected to, was always more or less exercised in accordance with this view, and, indeed, has been so up to the recent correspondence. It was only because of a somewhat emphatic statement of rights on both sides that a question which had been worked without any clashing for many years came to be raised. The Board of Customs had always been asked their consent as to the disposition of goods, and although this may have been done by the Dock Company, as now alleged, as a mere matter of courtesy, the Board had always exercised their control (with deference, no doubt, to the magnitude and importance of the company they were dealing with) in full belief that the power rested with them.

In the year 1853 the first Consolidation Act was passed, and the question thereon is what change did that make. In the first place it enacted a new warehousing clause in the place of those of the Act to which I have referred in the earlier legislation, namely, Section 10 of the Act of 1853.

It does not seem to confine this section to warehouses of ordinary security, for it uses, instead of the two terms "special security" and "ordinary security," the one term "security," but it does confer powers only as to warehouses to be approved and appointed in future, and only extends the power of control internally over those warehouses to warehouses approved and appointed in future; but I would urge here, as I have done above in regard to answers 1 and 2, that this is not legislation which should be interpreted as pointing only forwards, or as removing from warehouses liable to similar provisions before, the provisions to which they were so liable I need not add any more as to the Act of 1876.

I would, however, mention this point which, after perusing the adverse view of the law officers, I cannot help thinking ought to be urged. If the operation of the warehousing provisions of the Acts of 1853 and 1876 is to be held to be prospective only, or in other words, if those provisions are to be interpreted according to the *strict literal* wording of them, then I think it is open to the Board of Customs to contend for a strict legal ground against the St. Katharine's Dock Company which one would otherwise have not put forward readily. The Act of 1853, which altered the warehousing clauses and made them prospective only, did also something else: it repealed the Act 8 and 9 Vic. c. 91, the then representative Act of 6 Geo. IV. c. 112, and with that repeal it did away at once with the "regulations" to which Section 12 of the second Dock Act refers, and on the strength of which they repealed Section 120 of the first Dock Act, and on the strength of which only had they any legal status at all.

By Section 12 of their second Act they availed themselves of an advantageous public Act to get rid of an irksome procedure which their first Act had laid down, and placed themselves entirely under the Public Act, exposing themselves probably without giving it any thought in that respect, to the chance of the Public Act being altered or disappearing altogether, which it did.

Now I should not wish, nor should I advise, the Board *primâ facie* to lay much stress on this. Of course, if Section 12 of the second Dock Act had absolutely incorporated the "regulations" to which it refers in that Act, the repeal of the Public Act would not have annihilated those "regulations" so far as these particular docks are concerned, but the reference in the second Dock Act to the public Act is not an incorporation, and is not, I think, within the cases which hold certain words to be equivalent to an incorporation. I venture to submit that it would be held that the Act containing the regulations, when it was repealed in 1853, disappeared for every purpose, including the purposes of St. Katharine's Docks, and that so far as those regulations went there was nothing remaining in existence to support the legal position of those docks as warehouses of special security.

Of course, it may be contended that the docks having once been, by the Acts referred to, constituted places of special security, they would remain so always, notwithstanding the repeal of any enactment; but I should say that this was by no means a certain position, and it seems to me that the Dock Company are brought to one of three alternatives:—

(1) They must either admit, that having lost in 1853 the whole of the legislative sanction for their position up to that date, they can have no position except such as the Act of 1853 gives them, and that they would be therefore constrained to admit, if they are to continue to exist as approved warehouses at all, that the apparently prospective effect of Section 10 of that Act is a mere matter of form, and that it applies, and is intended to apply, in the control which it gives over the different parts or divisions of warehouses, to the dock premises as well as to any others; or,

(2) That the "regulations to which their second Dock Act refers, although repealed generally from the Statute Book, yet remain in force for the purposes of their private Acts; but if so, then those regulations, that is to say all those which the Public Acts contain (see preamble which has the word "regulations") continue in their entirety; and if my contention above that the Act of 6 Geo. IV. cap. 112 intended the Commissioners of Customs to have control over all warehouses, whether of special security or of ordinary security (the only question of difference being the origin and foundation of the approval or appointment) is correct, that full control the approval at the present moment. If the Docks Company has its "approval" at all under the regulations referred to, it is subject to them in their entirety.

(3) They may say that they look now to no legislation as necessary: that the Act by virtue of which they became places of special security has gone, and that the Act which now in some respect fills its place does not refer to them, but that, nevertheless, they remain in the same position as places of special security, because they were first made so, and because they have been continued to be treated so ever since continuously. Then my reply to that would be that if they base the position upon the first establishment and upon the continuous user, they must accept the terms in detail which applied upon the first establishment, and which have more or less without any resistance been worked upon (practically at any rate, though not with a formal admission by the company) continuously during the whole interval. Use, if it is to govern the thing at all, must tell on one side as well as the other.

I venture to put forward these considerations again for the kind attention of the Law Officers: and I cannot help thinking that they will consider they do make the position of the Dock Company less strong, and that if a strict interpretation is to be given against the Crown under the Customs Act, a strict application of the position of the law should be made to the Dock Company, or which they might be put out of the whole reckoning

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altogether; while if such a strict view should not be applied to them (and I should have no desire whatever to urge it) then similarly the Customs Acts should be interpreted with a free regard for what was the practice until the two consolidation Acts were passed and what has certainly continued to be the practice, what is almost necessary to make sense of the legislation, and what is certainly supposed to have been the position of the Crown without any doubt until this question arose.

OPINION.

We have considered the further points raised by Mr. Follett in the Supplemental Case of the 1st April.

There is, we think, a little misunderstanding about our previous opinion.

We did not express any opinion that after the passing of 39 and 40 Vict. cap. 36 all orders made prior to that Statute would be inoperative. That Statute expressly provides that Orders made prior to the passing of the Act shall remain in force until altered, revoked, or rescinded, or others made in lieu thereof. We have added a few words to the Opinion to make this clear.

With regard to the point which Mr. Follett again asked us to consider. We agree with him that the construction of the Act 6 Geo. IV. cap. 112, for which he contends, is open to argument, and the Courts might take the view that the effect of Section 3 of that Act was only to make the warehouses referred to in that Section warehouses of special security, and still subject to the latter part of Section 2, assuming an Order to be made as to the manner in which any goods or sort of goods should be warehoused. On the other hand, there are no words in Section 3 directly subjecting the warehouses which retain their character of privileged warehouses by virtue of the previous private legislation to any such Order, and we are of opinion that it is not desirable to raise the question as to the powers of Her Majesty's Customs in such a case unless it becomes necessary to do so.

(Signed) RICHARD WEBSTER.
EDWARD CLARKE.

Royal Courts of Justice,
1 May, 1889.

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5. COPY OF MINUTE of the BOARD OF CUSTOMS respecting CUSTOMS CONTROL over WAREHOUSES of SPECIAL SECURITY, dated 9 July 1900.

(Handed in by Mr. G. L. Ryder, C.B., on the Twenty-ninth Day. See Question 11555.)

The Board of Customs, having before them the documents mentioned in the Appendix to this Minute, and the terms of reference to the Royal Commission on the Port of London, read Section 15 of the Customs Consolidation Act, 1876, which shows that the leading difference between a "warehouse of special security" and an ordinary warehouse for the custody of dutiable goods is that a bond is not required by the Crown in respect of the former, but is required in respect of the latter.

The justification for this difference is that a warehouse of special security, or rather the place of special security containing one or more of such warehouses, has been constructed at much cost, under local Acts, with peculiar safeguards, such as surrounding walls of ordained thickness and height, separating spaces between them and external buildings, and prescribed gates, locked by night and watched by day, so as to make the requirement of additional security by way of bond or the personal guarantee of sureties unnecessary.

A further difference naturally flowing from that just mentioned is that a place of special security enjoys a permanence of licence for its warehouses collectively as receptacles of dutiable goods, which does not extend to ordinary warehouses or places. When once a place of special security has been approved by competent authority as fulfilling the conditions required by Statute, it retains its privileges so long as those conditions continue to be fulfilled, and the owners so desire. On the other hand, an ordinary bonded warehouse holds its license at the pleasure of the Board of Customs, which can withdraw the license whenever the public interest appears to require that step.

It should be explained that the phrase "place of special security" denotes the whole of an area lying inside the boundary defined by statute, and consisting of docks, basins, locks, sluices, wharfs, quays, yards, roadways, and buildings of various kinds, and its statutory privilege as a landing, shipping, and warehousing place for all kinds of goods, free and dutiable, applies, at least potentially, to the whole area. Within this area may be a fluctuating number of warehouses and vaults, or floors of warehouses, specially approved from time to time by the Customs, or in former days by the Treasury, for the custody of dutiable goods, and these warehouses or parts of warehouses are distinguished from other premises inside the place of security by being under Crown lock—this lock being the emblem on the one hand of special privilege, and on the other of subjection to Customs control. Whenever, therefore, the Board speak of a "warehouse of special security" they mean a warehouse approved for the custody of dutiable goods, which is situated inside a place of special security, and therefore free from bond.

There are very few places of special security, and it is contrary to modern policy to extend them or add to their number; therefore, exemption from the obligation of giving bond is confined by the Customs Consolidated Act, 1876, to "existing warehouses of special security in respect of which security by bond has hitherto been dispensed with."

The only "places of special security" now existing, so far as the Board are aware, are:—

(1) The London Docks,
(2) St. Katharine Docks,
(3) The West India Docks,
(4) The East India Docks,

all of which are in the Port of London, and belong to the different companies now represented by the London and India Docks Joint Committee.

The question, therefore, of Customs control over warehouses of special security is one between the Board and the Committee exclusively.

The Board of Customs have no desire to interfere with the privileges of places of special security in regard to either immunity of their warehouses for dutiable goods from bond, or permanence of licence, but they consider it to be of public importance that they should exercise the same control over approved warehouses in these places as they exercise over ordinary bonded warehouses elsewhere, under Sections 12 and 15 of the Customs Consolidation Act, 1876 (*a*), in the matter of directing "in what different parts or divisions of such warehouses . . . and in what manner any goods, and what sort of goods may, and may only, be warehoused, kept, and secured, without payment of duty," and (*b*) in the matter of altering or revoking any such directions.

In a place of special security, say the St. Katharine Docks, there are several warehouses approved for the custody of dutiable goods, and placed under Crown locks, as well as the company's locks, accordingly. The whole area is open to the receipt of goods of all kinds, the quays being legal quays on which all imports may be landed, and the whole area is surrounded by the walls and gates prescribed by Statute. Nevertheless the particular buildings, or parts of buildings, in this area in which dutiable goods may be stored are separately approved, and when approved become subject to the supervision of Customs officers, who alone can unfasten the Crown locks upon them, and who are present at and check the entry and delivery of the dutiable goods, and superintend permissible operations upon them, for the purpose of protecting the interests of the public revenue, exactly as they do in the case of ordinary bonded warehouses.

The Board hold that they cannot properly discharge their public functions in regard to these approved warehouses in places of special security, unless they can exercise a veto on any extension of the space allotted to the storage of dutiable goods, on the use of that space for particular kinds of dutiable goods, and particular operations on those goods, and on the placing of duty

paid or free goods in warehouses approved for dutiable goods, or in undue proximity to parts of warehouses so approved, because such matters affect the numbers and employment of Customs officers, and the security of the revenue.

It has been objected that this control might be exercised by the Board capriciously, and in a way that seriously impaired the value of the property of the Joint Committee, upon which so large an outlay of capital has been made on the faith of privileges conferred by Statute. But the same objection might be urged against Customs control over ordinary bonded warehouses, the aggregate value of which far exceeds that of places of special security. A wanton or malevolent exercise of its powers by the Board, a body in complete subordination to the Treasury, and through that department, to the House of Commons, and wholly removed from trade rivalries, is not a thing to be contemplated; and if it were ever to occur it could be stopped immediately by an appeal to Her Majesty's Government.

In the opinion of the Board, it was the intention of Parliament to give to them an equal control over the internal arrangement of all warehouses, whether of special or ordinary security, containing dutiable goods, because those arrangements, whatever the character of the warehouse, intimately concern the efficiency and cost of Customs supervision. Parliament has seen fit to impose a variety of obligations on the Board in regard to the warehousing and custody of dutiable goods, the conduct of operations upon them, the taking stock of them, their removal from one warehouse to another, or for exportation, and their entry and delivery, after payment of duty, for home consumption, and these cannot be properly discharged unless the Board possess the control sought for. Moreover, equity demands this submission to Customs control, in return for the immense benefit of suspension of payment of duty pending the settlement of the ultimate destination of the goods, as much in the case of a warehouse of special security as in any other.

Further, the necessity for this control has been much emphasized by section 9 of the Finance Act, 1900, which enacts that the duty payable on goods in a Customs warehouse (without distinction of security) shall be the duty chargeable, not at the date of payment, but at the date of the actual removal of the goods from the warehouse.

In practice, the wishes of warehouse-keepers are never interfered with, unless either the safety of the revenue or economy of staff makes the doing so imperative.

There appear to be only two grounds in law on which the control in question can be contested by the Joint Committee, viz.:—(1) That the Local Acts, under which the docks were constructed, indirectly exempt these warehouses for dutiable goods from such control; (2) That the General Warehousing Acts and Consolidation Acts of the Customs do not give the control; and the Board proceed to consider the first of them.

The principal Local Acts referred to are:—

For the London Docks—39 and 40 Geo. III. cap. xlvii., 44 Geo. III. cap. c., and 9 Geo. IV. cap. cxvi. (the last being the now governing Act).

For St. Katharine Docks—6 Geo. IV. cap. cv., 10 Geo. IV. cap. i., and 11 Geo. IV. cap. xiii.

For the East India Docks—43 Geo. III. cap. cxxvi., 46 Geo. III. cap. cxviii., 54 Geo. III. cap. ccxxviii., and 9 Geo. IV. cap. xcv. (the last being the now governing Act).

For the West India Docks—39 Geo. III. cap. lxix., 1 and 2 Wm. IV. cap. lii., and 1 V. cap ix. (the two latter being the now governing Acts).

The Board fail to discover anything in these Acts exempting, directly or indirectly, warehouses for dutiable goods from Customs control. On the contrary, take the Act 9 Geo. IV. cap. cxvi., relating to the London Docks; section 98 commits to the Customs the power of determining whether warehouses on the external boundary of the Company's premises are places of special security; section 110 gives power to either Treasury or Customs to sanction an extension of hours for keeping open gates and doors; section 113 gives control to Treasury and Customs over landing and warehousing of goods; section 116 gives jurisdiction to the Customs in the matter of seizures.

In the case of 6 Geo. IV. cap cv., relating to St. Katharine Docks, section 120 gives power to the Treasury to certify by warrant whenever any basin, cut, lock, quay, wharf, or warehouse is fit for use, under the provisions of the Act 4 Geo. IV. cap. 24, or any other Warehousing Act, thereby importing the application of all such Acts; and section 121 requires Crown locks on warehouses for dutiable goods.

In the case of 9 Geo. IV. cap. xcv.. relating to the East India Docks, section 129 requires that the approval of the Treasury shall be obtained for any additional docks; section 131 requires that no goods shall be landed at any quays, wharfs, etc., not approved by the Customs; sections 132 and 141 require Customs locks on premises and carts used for dutiable goods; sections 137 and 140 prescribe the attendance of Customs officers; sections 144 and 145 give power to the Treasury over the weighing of tea, and over weighing machines; and section 154 enables the Treasury to alter hours of business.

In the case of 1 and 2 Wm. IV. cap. lii., relating to the West India Docks, section 85 gives power to either Treasury or Customs to extend hours of opening dock gates; and section 87 empowers the Treasury to certify by warrant to the fitness of docks, quays, and wharfs.

The foregoing provisions are not cited by way of exhausting all the references to the Treasury and Customs in the Dock Acts, but simply as indicating a recognition of control which, coupled with the absence of definite exemption, proves that Parliament had no intention of excluding these docks, in their relations with those departments, from the operation of the General Warehousing Acts, the pertinent provisions of which the Board now proceed to consider.

It has been alleged that the peculiar wording of these Warehousing and Customs Consolidation Acts, which have been passed successively during the last eighty-odd years, admits the view that they are intended to limit Customs control, in the case of each Act, to those warehouses or places of security only which have been approved by the Commissioners of Customs, subsequently to the date of the Act, and that, as previous Acts are repealed, all warehouses, etc., approved before that date are left free from control altogether. This construction, however, is manifestly contrary to common sense.

In former days Parliament reserved the control over warehouses and places of special security, as well as the power of appointing warehousing ports, to the Treasury itself, but by degrees this control, as distinct from the appointment of ports, devolved upon the Customs Board, as agent of the Treasury, the Board exercising their control in strict subordination to the directions of the Treasury (*see* section 2 of the Customs Consolidation Act, 1876). As early, however, as 1803 the Act 43 Geo. III. cap. 132, which may be regarded as the first of the General Warehousing Acts, and had special reference to the London Docks, and the East and West India Docks, required that the Commissioners of Customs should approve of places in which certain articles, imported by other than certain parties, and from other certain quarters, were to be secured. And since 1825 the internal control of all warehouses for the custody of dutiable goods has been entrusted to the Cusaoms. In order to prove this it will be enough to place the following provisions side by side.

Appendix.
29th Day.
No. 5—
continued.

1823.	1825, 1833, and 1845.	1853 and 1876.
Extracts from Sections 5, 6, and 8 of 4 Geo. IV. c. 24.	Extract from Section 2 of 6 Geo. IV. c. 112, Section 2 of 3 & 4 W. IV. c. 57, and Section 2 of 8 & 9 Vict. c. 91.	Extracts from Section 10 of 16 & 17 Vict. c. 107, and Section 12 of 39 & 40 Vict. c. 36.
(Section 5). "It shall and may be lawful for the Commissioners of His Majesty's Treasury . . . by their Warrant . . . to appoint . . . at what ports . . . and in what warehouses or places in such ports, goods . . . of every . . . or any . . . description . . . may be lodged . . . without payment of duty." (Section 6). "Goods . . . imported . . . for . . . exportation only . . . shall be lodged . . . in warehouses . . . built in places enclosed by . . . walls, or in such other warehouses or places of special security as shall be . . . appointed by Warrant . . . of the . . . Treasury." (Section 8). "All foreign spirits, wine, cocoa nuts, coffee and pepper shall be . . . secured in such warehouses and places as shall be from time to time approved and appointed by Warrant, as aforesaid, and in such manner and under such regulations as shall be directed by the . . . Treasury."	"And be it enacted that it shall be lawful for the Commissioners of His Majesty's Treasury by their Warrant, from time to time to appoint the ports in the United Kingdom which shall be warehousing ports for the purposes of this Act; and that it shall be lawful for the Commissioners of His Majesty's Customs, subject to the authority and directions of the Commissioners of His Majesty's Treasury, by their order, from time to time, to appoint in what warehouses or places of special security or of ordinary security, as the case may require, in such ports, and in what different parts or divisions of such warehouses or places, and in what manner any goods, and what sort of goods may, and may only, be warehoused and kept and secured without payment of any duty upon the first entry thereof, or for exportation only." Section 3 of each of the above three Acts preserves the rights, as warehouses of special security, of all warehouses already approved as such, without any order by the Customs.	"The Commissioners of the Treasury may by their Warrant, from time to time appoint the ports *and inland bonding places* in the United Kingdom which shall be warehousing ports *or places*, for the purposes of (this Act) *the Customs Acts, in addition to those already appointed*; and, subject to their directions, the Commissioners of Customs may by their order from time to time approve and appoint warehouses or places of security in such ports *or places*, and direct in what different parts or divisions of such warehouses or places, and in what manner, any goods and what sort of goods may, and may only, be warehoused, kept, and secured, without payment of duty upon the first entry thereof, or for exportation only.

The *italics* in the third column show the amendments introduced by the Customs Consolidation Act, 1876.

It will be observed that the Act of 1823 commits the approval of warehouses and places of special security, and the determination of the kinds of goods to be kept in them, to the Treasury, and that the Acts of 1825, 1833, and 1845, give these functions to the Board of Customs. It will also be seen that the Acts of 1853 and 1876 do the same, except that they omit mention of special security. Each Act, since 1825, is so worded as to apply literally to such warehouses only as were approved after the date of the Act, and as the preceding Act was in each case simultaneously repealed, it is open to a disputant to argue, by way of a reductio ad absurdum, that, in each case, Parliament intended to free warehouses approved before the date of each successive Act from all departmental control. But this argument really proves too much. If the repeal of the preceding Acts frees the warehouses from control, it deprives them of the privileges of approval also. If the approval still subsists, it remains subject to the conditions of control under which it was given. In the view of the Board, however, the repeal of the preceding Acts was in each case subject to the reservation of the validity of all things already done under them, and of all rights and regulations and conditions arising out of, or affecting, the things so done, until specifically altered by competent authority. This reservation is, the Board believe, to be always understood as a dictate of common sense, even when not expressly enacted as in Sections 12 and 358 of the Act of 1853 and 288 of the Act of 1876.

As regards all the warehouses of special security possessed by the Docks Joint Committee, the Board believe that they have been approved by the Commissioners of Customs at dates subsequent to the Act of 1825; but the only documents in point to which they can specifically refer are the Board's Minutes of 23rd October and 12th November, 1828, approving of the warehouses in St. Katharine Docks. The Board had no power to give such approval otherwise than under the General Warehousing Acts in force at the time being; and it follows that the approval is conditional upon the warehouses being conducted in accordance with the directions of the board as to the custody of the goods inside them.

If any of these warehouses of special security were approved at earlier dates than 1825 by the Treasury, the control claimed by the board over them no doubt belongs immediately to the Treasury, but for the last 75 years that Department has exercised its control over warehouses through the agency of the Board, and the Treasury now supports the Board in their present claim (*Vide Appendix*, pp. 17-18.)

The position of the Board in this matter seems so obviously consonant with equity and good sense that they would not have hesitated to act upon it if the Joint Committee had not been found to entertain an opposite opinion very strongly, and if the Law Officers had not in 1888 considered that the claim of the Board was legally disputable. The Board hoped, therefore, that in practice the Joint Committee would conform to their wishes, and abstain from pushing things to extremity. As a rule this has been the case, and the relations of the Board with the Committee have been all that could be desired. Indeed, the Board cannot refer to them without expressing their obligation to the Chairman, secretary and solicitor of the Committee for constant courtesy and consideration. Harmony between the two bodies is essential to the proper conduct of business in the Port of London, and it could never be even temporarily disturbed without the sincere regret of the Board.

Nevertheless, though at very rare intervals, friction has sometimes proved inevitable, and the Committee have never yet felt it to be within their competence to give to the Board such a pledge regarding future action as would prevent all risk of the recurrence of difficulties.

It may be enough if the Board refer:—

(*a*) to the refusal of the London and St. Katharine Docks Company, in 1888, to agree to the abandonment of the privilege of warehousing tea in certain premises in the London Docks, as a condition on which the grant of that privilege was given by the Board for certain premises in the St. Katharine Docks (26660/1888, &c.).

(*b*) to the discussion, in 1898, as to the right of the Docks Joint Committee to lease part of their premises to Lipton, Limited, and as to power of the Board to forbid the junction under one roof of a vault for dutiable goods with premises for storing duty-paid and free goods.

(c) to the resolution of the Docks Joint Committee to use part of their licensed premises in St. Katharine Docks for storing forestalled duty-paid tea, notwithstanding the objection raised by the Board (3699/1900).

These occasional points of difference have led both the Treasury and the Board of Customs to think that it might subserve the public interest, if the Royal Commissioners who are inquiring into the business arrangements of the Port of London were invited to express their opinion whether warehouses of special security, for which no bond is taken, ought or ought not to be under the same control by the Board as bonded warehouses are through the operation of Sections 12 and 15 of the Customs Consolidation Act, 1876.

If the Royal Commissioners agree with the Board that such legal control is already possessed by the Board, no further question need be asked. But if they think this uncertain, perhaps they will feel able to say whether or not it is desirable that the law should be so amended as to give the control unmistakably.

From what has been said, it will be apparent that the introduction into the terms of reference to the Royal Commission on the Port of London of the words "and the arrangements for warehousing dutiable goods" was made with a very limited intent. It was not intended that the Commissioners should examine into the innumerable details of such arrangements, embodied in the Warehousing Code, any further than they may wish, but simply that an opportunity should be offered of bringing under their attention the particular point of Customs control over warehouses of special security.

Let copies of this Minute, and of the Appendix thereto, be forwarded to the Secretary of the Royal Commission for the information of the Commissioners, together with a copy of the Warehousing Code, a statement of the limits of the Port of London, and of each place of special security therein, a list of the warehouses of special security, and Customs bonded warehouses, respectively, in the Port of London, showing the area of each, and a copy of the case and the supplemental case submitted to the law officers of the Crown on this subject in 1888, and of their opinions.

A statement of the duty-value of the contents of warehouses belonging to the Docks Joint Committee will be found below.

G. L. R.

July 9, 1900.

RETURN showing the Estimated Amount of Duty on Goods remaining in Customs Warehouses belonging to the London Docks Joint Committee on 31st December 1899.

	£
I. Warehouses of "Special Security," viz. :—	
London Docks	865,300
St. Katharine Docks	147,900
West India Docks	1,809,700
East India Docks	500
Total for Warehouses of "Special Security"	2,823,400
II. Bonded Warehouses, viz. :—	
Royal Albert Dock	900
Victoria Docks	6,810,000
Commercial Road	125,000
Crutched Friars	216,000
Cutler Street	193,000
Total for Bonded Warehouses	7,344,900
GRAND TOTAL for all Warehouses of Joint Committee	10,168,300
The Estimated Amount of Duty on Goods remaining in other Customs Warehouses in the Port of London on 31st December 1899, was	3,397,700
TOTAL in Port of London	13,566,000

APPENDIX to the MINUTE OF THE BOARD, dated 9th July, 1900, respecting Customs Control over warehouses of special security, containing a précis of correspondence respecting the housing of tea in the London and St. Katharine Docks in 1888, and respecting the lease of premises in the London Docks to Lipton, Limited, etc., in 1898; copies of correspondence respecting the housing of forestalled duty-paid tea in 1900.

THE COMMISSIONERS OF CUSTOMS AND THE LONDON AND INDIA DOCKS JOINT COMMITTEE.

PRECIS OF CORRESPONDENCE respecting the housing of tea in the London and St. Katharine Docks in 1888, and respecting the lease of premises in the London Docks to Lipton, Limited, etc., in 1898.

I.—HOUSING OF TEA IN 1888.

8790-1888. The London and St. Katharine Docks Company ask approval of additional accommodation in warehouses A. and B. for housing and working tea at St. Katharine Dock.

The Board of Customs refuse, no ground being given; but, apparently, the view taken was that existing accommodation for tea awaiting payment of duty was sufficient.

10434-1888. The Company represented that the increase of bonding space which they wanted in St. Katharine Dock was not equal to the like space that they had given up in the London Dock in 1882; therefore, they were asking for no net increase, taking both docks together. Nevertheless, more space might be wanted before long.

Thereupon the Board sanctioned the additional space in warehouses A. and B. in St. Katharine Dock, on condition that the Dock Company, in the first instance, intimated in writing that they clearly understood that the privilege of warehousing tea in warehouses 7, 8, and 9 in the London Dock had been withdrawn.

16978-1888. The company reply by referring to their previous letter, and saying that, if more space is required for the housing of tea, formal application will be made to the Customs.

The Board then call upon the company either to remove the tea already placed in the warehouses A. and B., St. Katharine Dock, or to comply with the condition on which those premises were approved for bonding tea.

N.B.—The company claimed power under their own Acts of Parliament to deposit tea in any of their warehouses without the permission of the Customs, and they specially depended on Sec. 120 of 6 Geo. IV., cap. cv., relating to the St. Katharine Dock.

On the other hand, the solicitor contended that, under those Acts, the approval of the Customs is requisite for the company's warehouses as "places of special security." Warehouses A., B., and C. in St. Katharine Dock were so approved by the Board's Minute of 23rd October, 1828, "as of special security for the deposit of goods under the provisions of the Warehousing Act, 6 Geo. IV., cap. 112."

He further contended that the warehouses so approved are subject to the general law applying to warehousing, and that it is competent for the Board to declare in what particular parts of the warehouses particular goods may be warehoused. (Vide Sec. 12 of C. C. Act, 1876.)

[These two papers are only useful as showing that the Dock Company are under Customs control as regards the hours for which their tea warehouses remain open.] 21279 and 23268-1888.

The company protested against any limitation upon their having bonded goods in either dock, in view of the Acts of Parliament under which they were constructed. 24852-1888.

The Customs stated the law, as expounded by their solicitor, and insisted on the conditions laid down.

The Company renewed their protest. 26660-1888.

After repeated interviews and discussion, and consultation with the Law Officers, the matter was allowed to drop.

II.—LEASE OF PREMISES IN 1898.

The London and India Docks Joint Committee inform the Board that they have arranged to let to Lipton, Limited, premises in the London Docks for use for bonded and duty-paid goods, and ask for approval of the arrangements for communication between the bonded and duty-paid portions of the premises. 7778-1898.

The Board refused approval because such close proximity of duty-paid and bonded goods was objectionable

Appendix.

29th Day, No. 5—continued.

from the point of view of security of the Revenue. (*See* par. 44 of Code.)

8683-1898. The Docks Joint Committee express regret, and invite attendance of a Customs Officer in order to concert arrangements that may remove the Board's objection.

The Board send a Surveyor-General.

9006-1898. The Docks Joint Committee submit amended arrangements, under which the bonded vault will be effectually cut off from the duty-paid floor above.

The Board approve.

10922-1898. The Docks Joint Committee announce that they propose to lease some premises at St. Katharine Docks to the South Australian Government for bonding wine, and ask whether that Government ought to give security.

The Board reply that Crown locks may be restored to the premises in question, but that the Committee will alone be responsible to the Crown for the duty on bonded goods stored therein.

11088-1898. Mr. Surveyor Jebb raises the question whether the Docks Joint Committee will be responsible for duty on uncustomed goods in the premises in the London Dock let to Lipton, Limited, seeing that the servants of the Committee will have no control over such goods.

11497-1898. Mr. Surveyor Jebb points out the risk to the Revenue of having Lipton Limited, in the occupation of premises in the London Dock, where duty-paid wines and spirits are stored and operated upon, whilst ungauged casks of such liquors are lying on the open quay close by all night. In order to reconcile the privileges of a "place of special security," with safety to the Revenue, it seems essential that there should be no division of control or responsibility within the boundaries of the Docks, and the Crown ought to be able to insist on the undivided responsibility of the Committee. It is a new departure to allow of duty-paid goods being retained in the London or St. Katharine Docks, and a definite understanding should be arrived at as to who is answerable for any consequent loss to the Revenue.

Both the foregoing papers were referred to the Solicitor.

11759-1898. The Docks Joint Committee report that Lipton, Limited, are going to land a parcel of wine in the London Dock and deal with it as the Committee would in similar circumstances. The Committee assume responsibility for the action of Lipton, Limited, and hope the Board will not object.

This paper is also referred to the Solicitor.

The Solicitor reports that the right position for the Board to take is that of completely ignoring any lease of their premises by the Committee, and continuing to hold the Committee wholly and exclusively responsible for all that takes place on their premises, such responsibility, indeed, being one of the prime conditions on which the privileges of the Docks as a "place of special security" are held.

Unfortunately the Board have already recognised the lease to Lipton, Limited. Under these circumstances the Board could hardly allege a guaranteeing responsibility on the part of the Docks Committee as well.

This difficulty, however, has now been removed by the spontaneous offer of the Committee to be responsible for Lipton, Limited.

The Committee are certainly liable for dutiable goods in their unlet premises, whatever other portions of their premises may be let.

The rule in paragraph 44 of the Code, against the proximity of duty-paid wet goods to bonded, is a proper one, but must be applied with great care and moderation to "places of special security," having regard to the statutory privileges attached to them.

After personal negotiation between the chairman of the Board and the secretary to the Committee, a letter was written stating that the Board understand the Committee to accept full responsibility for all acts and deeds of Lipton, Limited, in relation to dutiable goods brought into, and stored at, the Rum Vault, London Dock, as well as to any duty-paid wines and spirits manipulated and stored by that firm within the same dock, in the same manner as if the Docks Joint Committee and the Dock Company which it represents were themselves dealing with such stock. Lipton, Limited, give security to the Committee, not to the Crown.

13157-1898. On the motion of Mr. Surveyor Jebb, the Board inquire of the Docks Joint Committee whether they will be responsible for receipts given by servants of Lipton, Limited, for goods warehoused in the Rum Vault.

14065-1898. The Committee reply that they accept in full the responsibility for the acts of Lipton, Limited, and the receipts given by the servants of that firm, as desired by the Board.

CORRESPONDENCE RESPECTING THE HOUSING OF FORESTALLED-DUTY-PAID TEA IN 1900.

Secretary, Customs.
No. 3699/1900.

London and India Docks Joint Committee,
Dock House, 109, Leadenhall Street,
London, E.C., 10th March, 1900.

Dear Sir,

In order to be in a position to comply with General Order 14/1900* of the 19th ultimo, I have to request that the Honourable Commissioners of Her Majesty's Customs will be pleased to temporarily write off the Bond for the two Western Divisions, known as D. and E. Divisions, of A. Warehouse, St. Katharine Docks, so that the said Warehouse Divisions may be used for the storing of duty-paid tea.

*(Copy follows Customs letter of 13th March.)

Yours faithfully,
H. J. MORGAN,
Secretary.

R. T. Prowse, Esq., C.B.,
Secretary.
Her Majesty's Customs.

Secretary, Customs.
No. 3699/1900.

Custom House, London, 13th March, 1900.

Sir,—

The Commissioners of Customs have had before them your letter of the 10th instant, in which the London and India Docks Joint Committee request them to temporarily write off the bond for certain parts of A. Warehouse in St. Katharine Dock, in order that the same may be used for storing duty-paid tea, which is being removed from bonded premises with all practicable speed in compliance with General Order 14/1900*.

*(Copy annexed.)

It is impossible for the Board not to connect this request with the very large clearances of tea that have recently taken place in anticipation of an increase of duty, nor with other requests which they have felt obliged to refuse for temporarily withdrawing portions of premises from bond, in order that such forestalments may be facilitated.

The Commissioners are sure that the Joint Commitee will recognise the obligation that the Board are under to deal uniformly with such applications, and will not misunderstand their being now unable to co-operate with the Committee in affording any special facilities by a temporary write off of bond for the warehousing of tea that has been cleared under the circumstances above referred to.

The question whether bonded premises admit of permanent reduction is one which the Board will always be ready to entertain; but it should be determined upon general considerations, and a broad view of the probable requirements of trade.

I am, Sir,
Your obedient servant,
R. T. PROWSE.

The Secretary,
London and India Docks Joint Committee,
109, Leadenhall Street, E.C.

P. Secretary, Customs, No. 2593/1900.
General Order 14/1900.
Custom House, London, 19th February, 1900.
Duty-paid Goods: Prompt Removal from Bonded Warehouses.

The Board, in concurrence with the Board of Inland Revenue, direct that the following paragraph be inserted in the Warehousing Code, after paragraph 489:

489A. The sole purpose for which a bonded warehouse is approved and appointed by the Commissioners of Customs or Inland Revenue is the secure keeping of dutiable goods before and until the payment of duty or exportation, and subject to any permissible operations thereon; and the bond taken from the sureties of a warehouse-keeper is to secure the payment of duty upon such goods. It follows that the retention in a bonded warehouse of dutiable goods after duty has been paid thereon is to turn the warehouse to an illicit use.

Warehouse-keepers and owners of bonded goods must therefore be made to understand that the payment of duty entails an ordination to remove

forthwith from bonded premises the goods in respect of which such duty is paid.

Collectors at outports, and the inspectors in London, are directed to make this Order known to the several warehouse-keepers within the respective ports, and, in order to facilitate this notification, the new paragraph will be printed separately for distribution, and copies can be had on application in the usual manner to Division II. of the secretary's office.

By order of the Board,
R. T. PROWSE.

Secretary, Customs, No. 3699/1900.

To the Lords Commissioners of Her Majesty's Treasury.

A question has arisen in connection with the working of General Order 14/1900,* and the heavy clearances of tea and tobacco occasioned by the recent forestalments of duty, which we think it expedient to bring under your Lordships' notice, in order that you may be prepared for remonstrances being addressed to the Treasury against the manner in which we have felt it to be our duty to deal with the matter.

As your Lordships are aware, General Order 14/1900 requires the removal of duty-paid goods from bonded premises "forthwith," and it was issued with special reference to the risk of merchants, in their anxiety to evade an increase of duty, paying duty upon larger quantities of goods than they have the means of housing out of bond, and consequently leaving them unduly in bonded premises.

Now there is one way in which the object of this General Order may occasionally be defeated, unless the Board of Customs withhold their co-operation. A warehouse-keeper, in league with his forestalling customers, may determine to persuade the Customs that some part of a bonded warehouse ought, for the nonce, to be declared out of bond, and thus become a licit receptacle for duty-paid goods, during a few weeks or months, after which it can be brought back into bond again. The General Order requires the removal of the goods from bond, and the view taken seems to be that this direction will be virtually complied with if the bond itself be temporarily removed, and the goods be left in temporarily disbonded premises so long as convenient. The operation of the General Order will then in no way hamper the arrangements of forestallers.

It is no uncommon thing to find that, out of the numerous floors of a single warehouse, some are bonded and some free; and from time to time, in order to help a warehouse-keeper to meet some peculiar difficulty, we have allowed the locks to be temporarily removed from a bonded floor, so as to increase the space for free goods for a while, without any intention of permanently diminishing that for bonded goods.

Your Lordships, however, will readily perceive the wide difference between permitting an elasticity of this kind in dividing space between bonded and free goods, and permitting it in a similar apportionment between bonded and duty-paid goods. Let us take an illustration.

At a particular season of the year a given bonded warehouse may be almost empty, and, at the same time, there may be an urgent demand for room for a sudden influx of free goods. We might, in such a case, see no objection to temporarily removing the locks from the greater part of the warehouse and letting free goods be deposited in it; because there might be no risk to the revenue in the operation, and both the temporary scarcity of bonded goods and the temporary rush of free goods might arise from perfectly legitimate causes.

On the other hand the vacant space in the same warehouse may be required, not for free goods, but for an extraordinary quantity of dutiable goods, lying in adjoining bonded warehouses, on which duty has been paid before they are wanted in the market, in order to evade an increase of duty, and which it is proposed to remove from one warehouse to another, or even from one floor to another of the same warehouse, for the purpose of giving a colourable effect to General Order 14/1900. If, under such arrangements, we were to temporarily disbond one or more floors for the accommodation of these duty-paid goods pending their passage to the market, we should, in our judgment, become parties to the frustration of the General Order, and should stultify our recent refusal to afford any special facilities for forestalments in the Long Room.

* Copy printed above.

In actual practice, cases may not be quite so clear as the one just supposed, and the connection between the proposal and the forestalments, though suspected, may not be absolutely patent. The following applications, however, have been received in the last few days:—

(1.) Writing on the 3rd instant, a Belfast firm said:—"As we intend paying some extra duty to-day we would ask you to . . . allow us to shut off from the bond the right-hand ground floor store, which has a separate entrance from the bond, and this can be done by your people putting a lock on the internal door."

(2) A London firm, on the 5th instant, asked that the locks might be temporarily removed from a bonded warehouse which happened to be quite empty in order that they might deposit in it duty-paid tea cleared in anticipation of the Budget.

(3) On the 10th instant the London and India Docks Joint Committee asked*: "In order to be in a position to comply with General Order 14/1900," that we would "write off the bond for" parts of a warehouse, so that it "may be used for the storing of duty-paid tea."

We hope that your Lordships will support us in meeting (as we have already done) such applications for the temporary disbonding of warehouses, in a crisis like the present, with a reply to the following effect:—

The Board of Customs cannot co-operate in the provision of temporary accommodation in existing bonded premises, for duty-paid goods cleared in excess of current market requirements for motives which deserve no countenance from Her Majesty's Government; but if the extent of those premises be really larger than a warehouse-keeper's business demands, the Board are ready to consider any proposal for its permanent reduction that he may like to submit.

Of course we cannot compel a warehouse-keeper to maintain his premises in bond, but we may give him to understand that if he takes them out we must not be expected to let him put them in again.

G. L. RYDER.
JOHN A. KEMPE.

Custom House, London, 14th March, 1900.

Secretary, Customs.
No. 3997/1900.

London and India Docks Joint Committee,
Dock House, 109, Leadenhall Street,
London, E.C., 14th March, 1900.

Sir,—I have to thank you for your letter* in reply to to one from this office dated the 10th instant.

The wording of that letter hardly indicated our position, and has led to some little misunderstanding. The docks, as you are aware, being privileged under Act of Parliament, are in a different position to warehouses for which bonds have been given, and the warehouses of this Committee are available for free or duty-paid goods when clear of dutiable goods.

We fully recognise the desire of Her Majesty's Customs to deal uniformly with all bonded warehouses, but this Committee cannot be expected to forego the privileges which Act of Parliament has granted to them, and under our powers we propose to place duty-paid tea in the divisions of the warehous as indicated in our letter of the 10th instant.

I shall be obliged, therefore, by your informing your Surveyor on the station.

I am, Sir, your obedient servant,
HENRY J. MORGAN, Secretary.

The Secretary,
Her Majesty's Customs, Custom House, E.C.

Secretary, Customs.
No. 3997/1900.

Custom House, London,
19th March, 1900.

Sir,—I am directed by the Board of Customs to acknowledge the receipt of your letter of the 14th instant, further respecting the request of the London and India Docks Joint Committee that the bond for certain parts of a warehouse in St. Katharine Docks

* London and India Docks Joint Committee's letter of 10th March.

* Customs letter, 13th March.

Appendix | 29th Day, No. 5— continued.

may be temporarily written off in order that the premises may be used for storing duty-paid tea, and to state, in reply, that the Board's answer of the 13th instant to the letter of the 10th preceding on the subject was directed to the particular request for action on their part which the Committee had placed before them. It rests with the Committee alone to judge how far the nature of that answer ought to affect any action that the Committee may have power to take independently of the Board.

I am, Sir, your obedient servant,

R. T. PROWSE.

The Secretary,
London and India Docks Joint Committee,
109, Leadenhall Street, E.C.

Secretary, Customs.
No. 3997/1900.

To the Lords Commissioners of Her Majesty's Treasury.

Adverting to our report of the 14th instant, respecting the temporary disbonding of bonded premises in order that they may be used for the transitory accommodation of duty-paid goods cleared in large quantities by forestallers, we beg to enclose, for your Lordships' information, a copy of our correspndence* with the London and India Docks Joint Committee on this subject, viz. :—

1. The Committee to Customs of 10th instant.
2. Customs' reply of 13th instant.
3. The Committee to Customs of 14th instant.
4. Customs' reply of 19th instant.

The question of the right of this Board to exercise control over the use by the Joint Committee of their premises for storing dutiable goods, pending payment of duty, or for any other purposes, was very carefully considered, in concert with the Law Officers of the Crown, in 1883 ; and the conclusion then arrived at was that the Board had not sufficient ground for asserting the right to define, from time to time, as occasion offered, what parts of the dock premises (the whole of which are held, under the Dock Companies' private Acts, to be a "place of special security") may be used for the custody of dutiable goods, and to define the kind of goods that may be so kept in those parts. It was hoped, however, that by the exercise of good sense and tact no further difficulty would arise, and that in practice the Joint Committee would pay as much regard to the wishes of the Board as if the latter possessed the same legal control over the dock premises that they exercise over ordinary bonded warehouses.

As your Lordships will see, a case has now arisen in which the Joint Committee have preferred not to regard the expressed wishes of the Board in regard to the use of part of their premises, usually devoted to the accommodation of bonded goods, for temporarily storing duty-paid goods.

The occasion may perhaps not recur for many years, and your Lordships may, therefore, consider that it will be discreet to take no further notice of the matter. the Joint Committee are a very powerful body, and will be supported by the merchants who have benefited, or may hope hereafter to benefit, by the temporary use of their premises in the manner that is now called in question. Their goodwill is, moreover, essential to the smooth working of Customs business in the Port of London.

On the other hand, it is possible that we may be entering an era when increases of duty, and the temptation to forestall them, will not be infrequent ; and your Lordships may deem it contrary to the public interest that the dock premises should continue to enjoy an immunity from Customs control, justifiable, perhaps, when it first began in 1826, but which, as recent circumstances have shown, can be taken advantage of by forestallers for the facilitation of their inequitable operations.

Should your Lordships adopt the latter view, you may be disposed to invite Parliament to insert in the Finance Bill of this Session a clause to the following effect. For obvious reasons it is worded so as not to appear to be aimed at any particular body.

Application of Section 12 of Customs Consolidation Act, 1876, to Places of Special Security.

That part of section 12 of the Customs Consolidation Act, 1876, which relates to the approval and appointment of warehouses or places of security, and directions as to the same, shall, notwithstanding any provision to the contrary in any Act of Parliament, apply also to all warehouses and places of special security.

So far as the Board are at present aware, the above clause will not affect any premises other than those owned by the Joint Committee.

We would add that, bearing in mind the discussion that took place in 1888, and the friendly intercourse that has subsisted for so many years between the Board and the Committee, we are of opinion that notice should be given to the latter of the intention to obtain any legislation affecting them.

G. L. RYDER.
JOHN A. KEMPE.

Custom House, London,
20th March, 1900.

Secretary, Customs.
No. 4469/1900.

Treasury Chambers, 23rd March, 1900.

Gentlemen,—I have laid before the Lords Commissioners of Her Majesty's Treasury your Report of the 14th instant (3699/1900), describing the manner in which you propose to deal with applications for the temporary disbonding of bonded warehouses, or portions of such warehouses, in view of the General Order 14/1900, which, with their Lordships' approval, was recently issued by your Board.

In reply, I am to say that my Lords approve the course which you propose to take.

I am, Gentlemen, your obedient servant,

R. W. HANBURY

The Commissioners of Customs.

Secretary, Customs.
No. 4522/1900.

Treasury Chambers, 24th March, 1900.

Gentlemen,—I have laid before the Lords Commissioners of Her Majesty's Treasury your Report of the 20th instant (3997/1900), and the enclosed copies of correspondence with the London and India Docks Joint Committee on the subject of temporarily disbonding part of their premises.

My Lords much regret the attitude taken by the Joint Committee in this matter. The claim made by the Docks Committee that the private Acts relating to the London, St. Katharine, and West and East India Docks exempt the warehouses of those docks from Customs control under section 12 of the Customs Consolidation Act, 1876, may or may not be well founded, and is one which their Lordships need not attempt to decide. If, however, the Joint Committee resolve to use any special privileges they may possess for a purpose antagonistic to the public interest, and for which Parliament can never have intended them to be used, it will be necessary for Her Majesty's Government to consider whether Parliament should not be invited to make such a definite amendment of the law as would prevent such action in future.

No such privilege, so far as their Lordships are aware, has been given to any other London dock companies or to any other body in the United Kingdom ; and its continuance, if it exists, could only be justified on the assumption that, in practice, the reasonable wishes of the Board of Customs were always scrupulously respected by the Joint Committee.

My Lords desire that the Board will communicate their view to the Joint Committee, and enter into negotiation with them with a view to secure for the future such arrangements for the use of their premises for the storing of dutiable goods as may not conflict with the requirements of the public service, and may thus revert the necessity of an appeal to Parliament for further legislation.

I am, Gentlemen, your obedient servant,

FRANCIS MOWATT.

The Commissioners of Customs.

Secretary, Customs.
No. 4522/1900.

Custom House, London, 3rd April, 1900.

Sir,—With reference to recent correspondence respecting the temporary use of part of the premises of the London and India Docks Joint Committee, for the reception of duty-paid tea, instead of bonded goods, the Commissioners of Customs desire me to say that they have now learnt the views of Her Majesty's Treasury on the subject, and are instructed to com-

* Printed above.

municate it to the Joint Committee, as shown in the accompanying copy of a letter from that department dated the 24th ultimo.

Since that letter was written, the House of Commons has inserted in the Finance Bill of this Session a clause declaring that the duty on goods deposited in a Customs warehouse shall be the duty chargeable at the date of the actual removal of the goods from the warehouse. By "Customs warehouse" the Board understand any warehouse actually, or usually, used for the custody of goods liable to Customs duties, pending the payment of such duties; and the Joint Committee will see, therefore, that the enactment of this provision makes it all the more important that they should arrive at an amicable understanding with this Board as to the use to be made of any parts of their premises to which the Crown locks are attached, or which can otherwise be brought under the definition of a Customs warehouse.

It is plain that the House of Commons supports Her Majesty's Government in discountenancing the practice of forestalling duty, and in forbidding the use of special privileges, whether derived from the Board of Customs or directly from Parliament, in abetting that practice.

General Order 14/1900, requiring the removal forthwith of duty-paid goods from bonded premises, was issued in order to check forestalling. But that Order would be rendered futile if duty-paid goods were to be removed from one bonded warehouse to another which was temporarily disbonded for the simple purpose of receiving them. Such an expedient has been consistently prohibited wherever this Board have the power; and although it may be disputable whether they now possess the power in the case of the premises of the Joint Committee, there can be no doubt that the public interest requires that the same rule should apply to those premises as to ordinary bonded warehouses in such a matter.

The Board can assure the Joint Committee that they have not the smallest desire to curtail the ancient privileges of the United Dock Companies so long as they are not exercised to the public detriment, and that they earnestly hope for a continuance of the friendly relations which have so long subsisted between themselves and the Joint Committee, and which are essential to the satisfactory transaction of public business in the Port of London. All that seems necessary for this purpose is that the Joint Committee should agree that so long as any part of their premises remains available for the receipt of bonded goods, the Board of Customs should be allowed a veto on the receipt of duty-paid, or free, goods into that part. The Committee may be certain that such a veto would never be exercised capriciously or otherwise than with goodwill towards the Dock Company. Perhaps the attainment of the end in view might be promoted if the chairman and solicitors of the Board and Committee were to meet in personal conference. If so, I am to say that the Chairman of the Board will be happy to make an appointment for this purpose at any time that may suit the convenience of the Chairman of the Joint Committee.

I am, Sir,
Your obedient servant,
JOHN COURROUX.

The Secretary,
London and India Docks Joint Committee,
109, Leadenhall Street, E.C.

Secretary, Customs,
No. 5427/1900.

London and India Docks Joint Committee,
Dock House, 109, Leadenhall Street,
London, E.C., 10th April, 1900.

Sir,—I am desired to acknowledge the receipt of your letter of the 3rd instant, covering a copy of one addressed by the Treasury to the Honourable Commissioners of Her Majesty's Customs, dated the 24th ultimo, both letters bearing upon the warehousing of duty-paid tea by a Joint Committee.

My Committee regret that their action with regard to this tea should have been considered by the Lords Commissioners of Her Majesty's Treasury to have been antagonistic to the public interest, and venture to think that that impression has been formed without full knowledge of the facts.

No inducement whatever was offered by us which influenced the withdrawal of the tea from bond, the fact being that in the ordinary way of business we took the tea which had been lying in the river in craft covered with tarpaulins, and which would have gone to our competitors in the warehousing business had we not done so.

It must be borne in mind with regard to the use which under Legislative enactments we are permitted to make of the warehouses within the docks that when these docks were constructed for the security of the revenue of the country, it was necessary that liberty should be given to the dock companies to use the warehouses as necessity arose either for housing dutiable, free, or duty-paid goods, all of which classes of goods were and are brought by vessels discharging in the docks.

It must also be remembered in considering this matter that the whole of the work within the docks is carried out under the immediate observation of Her Majesty's Customs.

In further reference to your letter under review, and following the conversation which took place on the 6th instant between the Chairman of Her Majesty's Customs and the Chairman of this Committee, I am desired to thank you for your reference to the friendly relations which have always existed between Her Majesty's Customs and the Dock Authorities, and which, as you say, are essential to the satisfactory transaction of the business of the Port of London, and I am to assure you that it is our desire to maintain these relations by every concession to the wishes of the Commissioners which is not incompatible with the interests confided to us.

Following, therefore, the promise made by the chairman of this Committee to the Chairman of Her Majesty's Board of Customs on the 6th instant, I am desired to say that on any future occasion when, in the opinion of this Committee, it is desirable to remove locks from a bonded warehouse in order that free or dutiable goods may be stored therein, previous consultation shall be had with your Honourable Board with every disposition on our side to meet its wishes, notwithstanding that in special instances this may involve a concession on our side of statutory privileges.

I am, Sir,
Your obedient Servant,
HENRY J. MORGAN,
Secretary.

The Secretary, Her Majesty's Customs.

Secretary, Customs,
No. 5427/1900.

Custom House, London, 10th April, 1900.

Sir,—The Commissioners of Customs have had before them your letter of this day's date, respecting the future use, for the storing of duty-paid goods, of parts of the premises of the London, St. Katharine, and East and West India Docks Companies, which have been approved by the Commissioners for the reception of dutiable goods.

The Docks Joint Committee offer to consult this Department whenever they think "it is desirable to remove locks from a bonded warehouse in order that free or dutiable (? duty-paid goods may be stored therein." But the Commissioners of Customs fear that this will scarcely satisfy the Treasury, unless the Committee will agree to be governed by the wishes of this Department.

Will not the Joint Committee undertake, so far as lies within their power, and without prejudice to strict legal rights on either side, that, as regards any parts of their premises which are actually or customarily used for *dutiable* (or bonded) goods, no duty-paid or free goods shall be admitted into them without the previous assent of the Commissioners of Customs?

The nature of the jurisdiction which, in the opinion of Parliament, ought to be exercised by the Commissioners of Customs over warehouses approved for the storage of dutiable goods is clearly indicated by Section 12 of the Customs Consolidation Act, 1876. It may be questionable whether, in fact, this section applies to the specially privileged premises of the dock companies, but there can be no question in the mind of this Department or of the Treasury that such an exception would be contrary to sound policy. The Commissioners trust, therefore, that the Joint Committee will be prepared, *in practice*, to grant them this jurisdiction, spontaneously, without rendering it necessary to appeal to a legal tribunal, or seek an alteration in the law.

I am, Sir, your obedient servant,
JOHN COURROUX.

The Secretary,
London and India Docks Joint Committee,
109, Leadenhall Street, E.C.

[NOTE.—No further communication on this subject has been received from the London and India Docks Joint Committee up to this date, 9th July, 1900.]

Appendix] 29th Day, Nos. 6 and 7

6. STATEMENT of the total value of the Imports (including the goods entered for transhipment) of Foreign and Colonial Merchandise into London, and of the total value of the Exports (including the transhipments exported from London) of the same Merchandise, together with the percentage proportion the total value of the Exports bears to the total value of the Imports, from 1890 to 1899, both years inclusive.

(*Handed in by Mr. G. L. Ryder, C.B., on the Twenty-ninth day. See Question 11563.*)

Year.	Foreign and Colonial Merchandise.		Percentage proportion of Exports to Imports.
	Total Value of Imports.	Total Value of Exports.	
	£.	£.	
1890	148,893,096	41,831,094	28·09
1891	154,077,001	40,924,700	26·56
1892	148,786,305	42,498,831	28·56
1893	146,055,172	39,236,949	26·86
1894	145,003,659	38,354,246	26·45
1895	149,686,852	39,895,479	26·65
1896	150,958,149	36,304,326	24·04
1897	155,641,066	37,430,613	24·04
1898	159,518,988	36,422,321	22·83
1899	167,448,452	37,800,968	22·57

7. STATISTICS of the Imports and Exports at London and certain other of the largest ports of the United Kingdom of the Principal Articles of Foreign and Colonial Merchandise, with the object of showing the effect which the competition of those ports has had upon the entrepôt trade of London.

(*Handed in by Mr. G. L. Ryder, C.B., on the Twenty-ninth day. See Question 11563.*)

ARTICLES.

1. Bacon and Hams
2. Butter.
3. Cheese.
4. Cocoa.
5. Coffee.
6. Cotton, Raw.
7. Fish, Cured.
8. Oranges and Lemons.
9. Hides, Dry and Wet.
10. Ivory.
11. Jute.
12. Leather.
13. Potatoes.
14. Seed, Linseed.
15. Skins, Goat, Undressed.
16. Skins, Sheep, Undressed.
17. Spirits.
18. Sugar.
19. Tea.
20. Tin.
21. Tobacco.
22. Wine.
23. Wood.
24. Wool, Sheeps.

PORTS.

London.
Liverpool.
Bristol.
Hull.
Southampton.
Leith.
Glasgow.

Bacon and Hams.

Imports.

Ports.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.
London	11,712	4·68	13,829	5·87	15,220	5·93	10,929	5·22	12,982	5·39	18,089	6·76	17,567	5·85	20,719	6·16	29,170	7·59	23,127	5·94
Liverpool	154,082	61·63	146,415	62·11	161,042	62·73	132,592	63·33	148,649	61·69	156,569	58·50	164,159	54·64	192,817	57·29	217,360	56·58	209,604	53·86
Bristol	8,288	3·32	6,078	2·58	8,903	3·47	5,458	2·13	7,822	3·25	6,441	2·41	8,289	2·76	12,196	3·62	16,551	4·31	14,080	3·62
Hull	35,507	14·20	24,394	10·35	23,677	9·22	13,463	6·43	18,085	7·51	18,605	6·95	31,265	10·41	26,573	7·89	37,265	9·70	38,721	9·95
Southampton	2	–	1	–	3	–	1,167	·56	3,941	1·64	5,053	1·89	7,065	2·35	15,387	4·57	12,847	3·34	24,836	6·38
Leith	241	·10	143	·06	309	·12	323	·15	63	·03	79	·03	135	·04	33	·01	96	·02	93	·02
Glasgow	17,466	6·99	15,711	6·66	16,864	6·57	11,767	5·62	13,766	5·71	15,314	5·72	16,714	5·56	19,610	5·83	23,762	6·19	22,442	5·76
Total of United Kingdom	250,001		235,751		256,726		209,365		240,969		267,647		300,447		336,540		384,181		389,160	

Exports.

London	970	4·16	2,091	14·31	2,787	16·59	2,614	32·65	2,040	18·85	2,755	22·80	1,809	8·88	3,659	21·09	5,325	19·59	1,381	5·73
Liverpool	8,944	38·33	4,861	33·26	3,059	18·21	1,407	17·58	2,644	24·43	2,249	18·61	2,104	10·32	3,201	18·45	4,480	16·48	4,376	18·17
Bristol	19	·08	12	·08	5	·03	–	–	42	·39	33	·27	200	·98	79	·46	74	·27	43	·18
Hull	13,007	55·74	6,882	47·09	9,993	59·49	3,604	45·02	5,503	50·85	6,588	54·52	15,599	76·54	9,629	55·51	15,788	58·08	15,912	66·06
Southampton	65	·28	100	·68	141	·84	125	1·56	154	1·42	123	1·02	141	·69	174	1·00	273	1·00	357	1·48
Leith	3	·01	1	·01	3	·02	–	–	–	–	1	·01	1	–	–	–	2	·01	1	–
Glasgow	54	·23	32	·22	8	·05	5	·06	5	·05	5	·04	–	–	–	–	21	·08	11	·05
Total of United Kingdom	23,337		14,613		16,797		8,005		10,822		12,084		20,380		17,347		27,184		24,089	

BUTTER.

IMPORTS.

PORTS.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.
London	10,916	10·77	10 738	10·06	11,395	10·44	15,437	13·26	21,613	16·79	22,292	15·78	18,398	12·11	23,637	14·69	23,159	14·43	32,282	19·04
Liverpool	3,440	3·39	3,537	3·31	2,443	2·24	1,222	1·05	1,219	·95	2,300	1·63	3,226	2·12	5,021	3·12	4,022	2·51	8,098	4·77
Bristol	422	·42	1,013	·95	1,993	1·83	1,292	1·11	763	·59	1,388	·98	3,228	2·13	3,162	1·97	3,272	2·04	4,106	2·42
Hull	16,876	16·65	19,643	18·40	18,504	16·95	17,297	14·86	20,429	15·87	25,380	17·96	28,331	18 65	31,815	19·77	31,938	19·90	27,042	15·95
Southampton	19,642	19·37	20,507	19·21	21,759	19·93	17,981	15·45	17,138	13·31	19,271	13·64	22,738	14·97	21,516	13·37	18,615	11·60	16,954	10·00
Leith	7,358	7·26	7,151	6·70	7,849	7·19	7,778	6·68	11,246	8·74	11,338	8·03	13,490	8·88	14,131	8·78	13,795	8·60	13,878	8·19
Glasgow	775	·76	834	·78	540	·49	462	·40	231	·18	636	·45	1,000	·66	902	·56	850	·53	1,748	1·03
TOTAL of United Kingdom	101,386		106,780		109,150		116,374		128,742		141,283		151,886		160,890		160,458		169,492	

EXPORTS.

London	998	26·58	703	21·81	626	20·06	649	19·69	694	23·77	676	23·50	485	16·62	819	23·13	813	25·60	492	19·50
Liverpool	274	7·30	273	8·47	266	8·52	463	14·05	285	9·76	280	9·73	256	8·77	350	9·88	246	7·75	319	12·64
Bristol	–	–	–	–	–	–	–	–	–	–	–	–	1	·03	1	·03	4	·13	–	–
Hull	760	20·24	680	21·09	781	25·02	612	18·57	452	15·48	417	14·49	546	18·71	502	14·18	539	16·98	471	18·67
Southampton	306	8·15	349	10·83	370	11·86	543	16·47	478	16·37	433	15·05	688	23·58	818	23·10	782	24·63	589	23·35
Leith	206	5·49	82	2·54	66	2·11	226	6·86	179	6·13	243	8·45	169	5·79	151	4·26	110	3·47	83	3·29
Glasgow	18	·48	27	·84	5	·16	34	1·03	17	·58	16	·56	16	·55	12	·34	11	·35	25	·99
TOTAL of United Kingdom	3,755		3,224		3,121		296		2,920		2,877		2,918		3,541		3,175		2 523	

CHEESE.

IMPORTS.

PORTS.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.
London	21,633	20·17	27,707	27·14	36,034	32·28	31,127	29·97	37,891	33·44	37,452	35·10	39,624	35·31	49,796	38·26	47,804	40·87	51,380	43·10
Liverpool	47,493	44·29	36,756	36·01	35,574	31·86	30,719	29·57	31,421	27·73	30,206	28·31	30,769	27·42	33,076	25·41	31,469	26·90	27,849	23·36
Bristol	13,194	12·30	12,975	12·71	16,526	14·80	16,314	15·71	17,953	15·84	14,731	13·81	19,494	17·37	21,626	16·62	16,876	14·43	17,174	14·40
Hull	2,011	1·88	2,261	2·22	2,433	2·19	2,298	2·21	3,038	2·68	2,279	2·13	1,738	1·55	1,967	1·51	1,435	1·23	1,619	1·35
Southampton	1,057	·99	1,236	1·21	987	·88	4,541	4·37	3,211	2·83	2,627	2·46	2,815	2·51	3,119	2·40	1,904	1·63	2,131	1·79
Leith	2,603	2·43	2,898	2·84	3,120	2·79	3,263	3·14	3,410	3·01	3,765	3·53	3,239	2·89	4,300	3·30	3,862	3·30	4,237	3·55
Glasgow	9,605	8·96	7,482	7·33	7,229	6·48	6,433	6·19	6 025	5·32	5,167	4·84	4,485	3·99	6,215	4·77	3,835	3·28	3,415	2·86
TOTAL of United Kingdom	107,231		102,066		111,642		103,873		113,307		106,691		112,226		130,159		116,973		119,203	

EXPORTS.

London	789	26·43	861	26·37	516	17·14	540	17·12	524	18·73	603	19·65	595	22·60	579	21·92	623	21·98	628	22·27
Liverpool	837	28·04	1,109	33·97	1,579	52·46	1,622	51·41	1,221	43·65	1,023	33·34	637	24·20	561	21·24	657	23·17	857	30·39
Bristol	5	·17	8	·25	2	·07	3	·10	2	·07	9	·29	43	1·63	42	1·59	38	1·34	26	·92
Hull	80	2·68	88	2·70	21	·70	26	·82	17	·61	54	1·76	14	·53	14	·53	17	·60	16	·57
Southampton	936	31·36	958	29·34	760	25·25	846	26·81	950	33·96	1,280	41·72	1,257	47·76	1,356	51·34	1,407	49·63	1,221	43·30
Leith	3	·10	5	·15	–	–	3	·10	1	·04	1	·03	9	·34	8	·30	12	·42	11	·39
Glasgow	280	9·38	152	4·66	49	1·63	35	1·11	9	·32	17	·55	4	·15	2	·08	–	–	5	·18
TOTAL of United Kingdom	2,985		3,265		3,010		3,155		2,797		3,068		2,632		2,641		2,835		2,820	

Cocoa.

Imports.

Ports	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.
London	10,222	74·30	12,126	79·52	12,161	81·19	13,666	85·33	15,124	80·42	16,075	78·30	14,906	78·76	17,377	88·37	14,395	61·95	10,621	48·47
Liverpool	1,835	13·33	1,391	9·12	1,226	8·19	795	4·90	1,494	7·94	2,553	12·43	2,029	10·72	705	3·58	1,720	7·40	4,473	20·41
Bristol	604	4·39	542	3·55	504	3·37	207	1·29	619	3·29	380	1·85	482	2·55	94	·48	238	1·02	104	·47
Hull	104	·76	114	·75	68	·46	81	·51	102	·54	107	·52	65	·35	98	·50	408	1·75	245	1·12
Southampton	24	·18	68	·45	83	·56	241	1·50	419	2·23	311	1·51	329	1·74	236	1·20	4,937	21·24	5,037	22·99
Leith	46	·33	45	·29	39	·26	44	·27	45	·24	44	·21	45	·24	41	·21	48	·21	49	·22
Glasgow	17	·12	7	·05	–	–	–	–	8	·04	5	·02	5	·03	3	·02	6	·03	2	·01
Total of United Kingdom	13,757		15,249		14,980		16,016		18,806		20,531		18,926		19,664		23,237		21,911	

Exports.

London	3,106	92·61	3,716	90·13	3,677	88·39	4,049	93·10	3,373	90·99	5 183	93·56	5,279	92·13	6,480	94·08	4,480	94·51	5,059	94·33
Liverpool	152	4·53	278	6·74	379	9·11	162	3·72	176	4·75	230	4·15	260	4·54	213	3·09	100	2·11	136	2·54
Bristol	–	–	–	–	–	–	–	–	–	–	–	–	7	·12	22	·32	–	–	–	–
Hull	–	–	–	–	–	–	–	–	1	·03	–	–	–	–	–	–	–	–	1	·02
Southampton	8	·24	30	·73	32	·77	19	·44	66	1·78	19	·34	46	·80	16	·23	17	·36	17	·32
Leith	–	–	–	–	–	–	–	–	–	–	–	–	1	·02	–	–	–	–	–	–
Glasgow	18	·54	4	·10	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Total of United Kingdom	3,354		4,123		4,160		4,349		3,707		5,540		5,730		6,893		4,740		5,363	

COFFEE.

IMPORTS.

PORTS.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.
London	40,114	92·80	33,259	91·47	39,743	93·87	38,099	92·16	35,278	96·85	36,869	95·22	34,296	96·12	36,388	96·19	28,377	61·54	30,172	61·89
Liverpool	2,040	4·72	1,973	5·43	1,529	3·60	2,140	5·18	879	2·41	1,336	3·45	942	2·64	906	2·39	810	1·76	4,876	10·00
Bristol	–	–	1	–	1	–	1	–	1	–	1	–	1	–	1	–	1	–	2	–
Hull	1	–	1	–	5	·01	1	–	3	·01	7	·02	1	–	4	·01	2	–	3	–
Southampton	979	2·27	1,107	3·04	1,056	2·49	1,080	2·61	355	·97	475	1·23	410	1·15	493	1·30	13,881	30·10	9,348	19·18
Leith	6	·01	10	·03	5	·01	10	·02	5	·01	16	·04	1	–	8	·02	8	·02	1	–
Glasgow	69	·16	2	–	1	–	1	–	1	–	3	·01	1	–	2	–	3	·01	9	·02
TOTAL of United Kingdom	43,223		36,361		42,348		41,341		36,537		38,720		35,679		37,830		46,113		48,750	

EXPORTS.

London	30,821	92·14	21,696	89·01	24,474	91·70	22,500	90·84	25,887	96·52	21,061	95·78	20,988	94·60	21,696	96·14	26,911	96·30	33,596	97·86
Liverpool	1,501	4·49	1,560	6·40	1,227	4·60	1,265	5·11	629	2·35	578	2·63	812	3·66	421	1·87	381	1·36	442	1·29
Bristol	–	–	1	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Hull	–	–	–	–	1	–	–	–	4	·02	–	–	3	·01	–	–	–	–	1	–
Southampton	1,050	3·14	1,101	4·52	970	3·63	985	3·98	286	1·06	321	1·46	367	1·65	437	1·94	556	1·99	277	·81
Leith	7	·02	11	·05	14	·05	13	·05	7	·03	17	·08	2	·01	7	·03	8	·03	–	–
Glasgow	68	·20	1	–	1	–	1	–	3	·01	1	–	3	·01	1	–	80	·29	1	–
TOTAL of United Kingdom	33,450		24,374		26,690		24,768		26,821		21,988		22,187		22,567		27,946		34,331	

Cotton Raw

Imports.

Ports.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.
London	33,413	4·17	20,592	2·31	24,576	3·10	21,561	3·41	21,059	2·64	14,617	1·86	16,799	2·14	11,996	1·56	10,159	1·07	12,253	1·69
Liverpool	738,472	92·23	854,055	95·90	743,175	93·77	584,027	92·33	722,380	90·49	719,700	91·7	669,220	85·42	648,250	84·22	809,218	85·16	592,775	81·65
Bristol	–	–	–	–	1	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Hull	19,770	2·47	14,484	1·63	21,498	2·71	23,215	3·67	36,959	4·63	23,664	2	27·871	3·56	23,934	3·11	20,007	2·11	18,055	2·49
Southampton	40	–	4	–	298	0·4	4	–	22	–	4	–	31	–	17	–	235	·02	90	·01
Leith	2,337	·29	1,360	·15	45	–	1,728	·27	1,743	·22	1,693	·22	583	·07	2,387	·31	656	·07	180	·02
Glasgow	519	·06	57	·01	48	–	88	·01	62	·01	91	·01	256	·03	155	·02	563	·06	1	–
Total of United Kingdom	800,668		890,574		792,516		632,491		798,266		784,394		783,433		769,714		950,245		726,003	

Exports.

London	25,387	26·49	20,234	24·90	21,924	21·09	18,511	18·46	18,450	17·23	13,169	14·51	14,576	17·76	12,245	12·19	9,337	10·30	11,682	9·23
Liverpool	33,774	35·25	33,735	41·52	46,161	44·40	41,863	41·75	35,959	33·58	41,681	45·93	34,202	41·68	46,840	46·62	42,471	46·85	82,338	64·96
Bristol	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Hull	29,626	30·92	23,701	29·17	31,820	30·60	35,508	35·41	46,781	43·68	30,903	34·05	30,067	36·64	30,561	30·42	26,942	29·72	22,440	17·70
Southampton	9	·01	–	–	63	·06	–	–	–	–	–	–	2	–	–	–	19	·02	15	·01
Leith	2,586	2·70	1,079	1·33	362	·35	2,051	2·05	1,530	1·43	1,726	1·90	588	·72	2,029	2·02	980	1·08	181	·14
Glasgow	–	–	–	–	–	–	14	·01	–	–	–	–	1	–	–	–	–	–	–	–
Total of United Kingdom	95,822		81,254		103,975		100,277		107,096		90,752		82,064		100,478		90,657		126,756	

FISH, CURED.

IMPORTS.

PORTS.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.
London	12,937	26·44	15,740	31·51	13,464	26·29	11,596	22·27	12,403	24·08	14,526	23·76	15,991	25·86	19,640	28·81	22,736	31·58	14,992	24·56
Liverpool	16,021	32·74	13,769	27·57	13,319	26·00	12,180	23·39	15,033	29·18	20,847	34·10	19,810	32·04	19,950	29·26	24,472	33·99	20,387	33·40
Bristol	811	1·66	837	1·68	927	1·81	912	1·75	994	1·93	1,037	1·70	861	1·39	782	1·15	932	1·29	764	1·25
Hull	9,784	19·99	10,648	21·32	12,206	23·83	13,243	25·43	12,933	25·10	14,039	22·96	13,403	21·68	17,335	25·43	13,714	19·05	13,682	22·42
Southampton	91	·19	101	·20	121	·24	57	·11	121	·23	184	·30	152	·25	101	·15	206	·29	117	·19
Leith	2,364	4·83	2,769	5·54	2,849	5·56	3,048	5·85	2,359	4·58	1,857	3·04	2,109	3·41	2,191	3·21	2,549	3·54	2,077	3·40
Glasgow	228	·47	300	·60	427	·83	263	·50	331	·64	471	·77	361	·58	334	·48	302	·42	621	1·02
TOTAL of United Kingdom	48,936		49,948		51,219		52,083		51,518		61,138		61,827		68,171		72,000		61,031	

EXPORTS.

London	3,727	23·62	4,233	27·05	4,168	24·62	3,966	22·96	2,665	17·07	3,058	18·98	4,391	26·21	4,702	24·43	5,659	29·09	6,048	31·49
Liverpool	5,517	34·97	5,241	33·50	5,412	31·97	6,667	38·60	6,201	39·73	5,359	33·26	4,828	28·82	4,812	25·01	5,696	29·28	5,930	30·87
Bristol	8	·05	20	·13	13	·08	22	·13	36	·23	27	·17	28	·17	56	·29	48	·25	29	·15
Hull	5,849	37·07	5,333	34·09	6,594	38·94	5,090	29·47	6,034	38·66	6,804	42·22	6,541	39·04	9,111	47·35	7,424	38·16	6,326	32·93
Southampton	349	2·21	442	2·83	258	1·52	201	1·16	196	1·26	287	1·78	315	1·88	243	1·26	278	1·43	252	1·31
Leith	41	·26	214	1·37	9	·05	15	·09	8	·05	29	·18	17	·10	–	–	1	–	76	·39
Glasgow	61	·39	28	·18	142	·84	94	·54	96	·62	158	·98	204	1·22	117	·61	130	·67	307	1·59
TOTAL of United Kingdom	15,778		15,646		16,932		17,274		15,608		16,114		16,754		19,242		19,455		19,209	

HIDES—DRY AND WET.

IMPORTS.

PORTS.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.
London	26,488	50·94	24,739	49·13	22,082	48·55	20,512	43·35	23,089	44·93	27,767	43·98	21,255	43·65	27,372	45·78	25,596	41·37	23,771	39·28
Liverpool	11,183	21·50	11,957	23·75	8,662	19·04	11,428	24·15	11,343	22·07	13,575	21·50	12,320	25.30	12,329	20·62	11,024	17·82	14,862	24·56
Bristol	2,170	4 17	2,733	5·43	3,025	6·65	2,771	5·86	2,656	5·17	3,108	4.92	4,067	8·35	3,363	5·62	2,563	4·14	3,192	5·27
Hull	4,246	8 17	2,965	5·89	3,409	7·50	4,179	8·83	6,272	12·20	10,191	16·14	3,639	7·47	7,959	13·31	11,018	17·81	10,237	16·91
Southampton	1,376	2 65	1,632	3·24	1,468	3·22	1,824	3·85	2,252	4·38	2,414	3·82	2,088	4·29	3,290	5·50	5,332	8·62	1,843	3·05
Leith	261	·50	142	·28	346	·76	119	·25	264	·51	417	·66	155	·32	458	·76	563	·91	556	92
Glasgow	1,597	3·07	1,604	3·19	1,072	2·36	1,308	2·76	570	1·11	586	·93	467	·96	391	·65	705	1·14	1,004	1·66
TOTAL of United Kingdom	52,002		50,354		45,474		47,316		51,389		63,134		48,690		59,788		61,868		60,514	

EXPORTS.

London	13,234	75·47	11,012	74·76	12,823	66·23	11,986	66·13	13,196	65·44	14,733	51·88	11,781	74·00	17,451	62·23	18,594	55·49	12,447	53·73
Liverpool	1,719	9·80	1,820	12·36	3,043	15·72	1,869	10·31	1,326	6·58	3,181	11·20	949	5·96	2,020	7·20	1,427	4·26	1,451	6·26
Bristol	11	·06	8	·05	3	·02	4	·02	1	–	2	·01	–	–	22	·08	6	·02	–	–
Hull	1,979	11·29	1,497	10·16	2,671	13·80	3,684	20·33	4,990	24·74	9,679	34·08	2,723	17·10	7,117	25·38	10,209	30·47	7,932	34·24
Southampton	51	·29	13	·09	–	–	50	·28	99	·49	109	·37	147	·92	401	1·43	1,632	4·87	691	2·98
Leith	1	·01	2	·01	–	–	4	·02	10	·05	2	·01	6	·04	1	–	14	·04	2	·01
Glasgow	262	1·49	159	1·08	564	2·91	275	1·52	357	1·77	502	1·77	152	·95	819	2·92	1,556	4·64	458	1·98
TOTAL of United Kingdom	17,536		14,730		19,361		18,124		20,166		28,399		15,921		28,042		33,510		23,165	

IVORY

IMPORTS.

PORTS.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.
London	425	59·27	373	68·07	390	67·83	281	56·09	326	62·69	323	59·16	300	54·95	293	57·00	333	66·6	312	62·78
Liverpool	187	26·08	103	18·80	108	18·78	85	16·97	90	17·31	84	15·38	75	13·74	85	16·54	79	15·8	70	14·08
Bristol	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Hull	14	1·95	7	1·28	7	1·22	5	1·00	7	1·35	7	1·28	10	1·83	5	·97	8	1·6	7	1·41
Southampton	22	3·07	12	2·19	16	2·78	5	1·00	14	2·69	4	·73	1	·18	1	·20	2	·4	1	·20
Leith	8	1·12	–	–	–	–	–	–	–	–	1	·18	4	·73	–	–	–	–	–	–
Glasgow	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL of United Kingdom	717		548		575		501		520		546		546		514		500		497	

EXPORTS.

London	217	52·67	262	66·66	218	62·11	204	72·08	199	67·46	221	69·50	192	80·00	196	80·33	197	69·12	186	76·86
Liverpool	140	33·98	100	25·45	121	34·47	56	19·79	50	16·95	71	22·33	23	9·58	26	10·66	53	18·60	21	8·68
Bristol	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Hull	12	2·91	1	·25	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Southampton	1	·24	–	–	–	–	8	2·83	29	9·83	11	3·46	10	4·17	11	4·51	7	2·46	18	7·44
Leith	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Glasgow	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL of United Kingdom	412		393		351		283		295		318		240		244		285		242	

JUTE.

IMPORTS.

PORTS.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quautity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.
London	124,203	33·57	104,528	30·32	88,480	33·84	108,176	38·82	120,028	35·42	141,080	35·99	116,855	34·30	115,649	34·33	107,747	29·75	93,145	32·47
Liverpool	16,772	4·53	5,405	1·57	2,852	1·11	2,675	·96	2,423	·71	1,557	·40	2,249	·66	4,060	1·21	1,710	·47	1,262	·44
Bristol	–	–	–	–	1	–	–	–	6	–	1	–	–	–	–	–	–	–	–	–
Hull	–	–	11	–	–	–	2	–	54	·02	–	–	15	–	32	·01	2	–	10	–
Southampton		–	–	–	22	–	893	·32	58	·02	–	–	1	–	1	–	–	–	–	–
Leith	3	–	–	–	19	–	188	·07		–	–	–	96	·03	101	·03	62	·02	442	·15
Glasgow	–	–	376	·11	373	·15	216	·08	1,405	·41	752	·19	298	·09	1,088	·32	596	·16	283	·09
TOTAL of United Kingdom	369,958		344,720		255,560		278,634		338,884		392,025		340,649		336,919		362,137		286,839	

EXPORTS.

London	100,818	91·84	94,804	86·19	77,272	88·70	91,774	85·60	92,773	82·25	106,282	90·08	90,229	89·05	81,595	81·25	90,424	78·18	81,035	81·62
Liverpool	608	·55	699	·64	970	1·11	1,289	12·02	2,125	1·88	1,622	1·37	1,925	1·90	4,178	4·16	3,371	2·91	2,910	2·93
Bristol	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Hull	1,331	1·21	1,476	1·34	1,163	1·34	879	·82	1,751	1·55	1,520	1·29	1,339	1·32	1,245	1·24	2,030	1·75	2,320	2·34
Southampton	27	·02	38	·03	6	·01	4	–	–	–	2	–	165	·16	254	·25	153	·13	38	·04
Leith	405	·37	283	·26	105	·12	1,205	1·12	598	·53	213	·18	170	·17	864	·86	346	·30	45	·05
Glasgow	98	·09	15	·01	670	·77	543	·51	1,436	1·27	111	·09	165	·16	1,617	1·61	728	·63	790	·80
TOTAL of United Kingdom	109,778		110,000		87,116		107,208		112,791		117,983		101,325		100,423		115,654		99,279	

LEATHER.

IMPORTS.

PORTS.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent of U. K.
London	24,837	55·05	26,291	54·26	28,416	58·73	27,492	54·29	29,903	52·41	36,672	57·87	34,854	55·93	38,322	59·93	34,207	54·79	35,351	52·21
Liverpool	13,259	29·39	15,077	31·11	13,579	28·06	16,703	32·99	18,134	31·78	18,074	28·52	19,028	30·54	16,923	26·47	16,292	26·09	18,444	27·24
Bristol	2,122	4·70	2,316	4·78	1,792	3·70	1,351	2·67	2,513	4·41	2,725	4·30	2,374	3·81	2,128	3·33	4,026	6·45	5,323	7·86
Hull	1,063	2·36	640	1·32	663	1·37	936	1·85	1,471	2·58	1,931	3·05	1,948	3·13	1,529	2·39	2,392	3·83	1,731	2·56
Southampton	6	·01	16	·03	21	·04	1,241	2·45	2,276	3·99	1,144	1·80	1,111	1·78	770	1·20	465	·74	502	·74
Leith	28	·06	40	·08	87	·18	46	·09	80	·14	96	·15	44	·07	41	·06	39	·06	21	·03
Glasgow	1,165	2·58	1,595	3·29	1,441	2·98	1,399	2·76	1,343	2·35	856	1·35	1,212	1·95	1,388	2·17	1,649	2·64	2,212	3·27
TOTAL of United Kingdom	45,114		48,457		48,387		50,635		57,049		63,372		62,313		63,941		62,434		67,709	

EXPORTS.

London	6,074	72·49	6,335	76·10	7,112	79·33	6,135	68·19	8,061	68·93	9,365	70·86	7,990	72·39	8,795	75·07	10,217	72·38	8,568	74·99
Liverpool	748	8·93	733	8·80	801	8·94	1,027	11·42	1,051	8·98	1,108	8·39	875	7·93	1,119	9·55	993	7·03	848	7·42
Bristol	16	·19	2	·02	1	–	6	·07	14	·12	27	·20	12	·11	12	·10	24	·17	2	·02
Hull	1,353	16·15	1,034	12·42	945	10·54	1,477	16·42	2,389	20·43	2,606	19·72	2,109	19·11	1,673	14·28	2,827	20·03	1,883	16·48
Southampton	13	·16	8	·10	5	·06	21	·24	53	·45	46	·35	13	·12	44	·38	19	·13	20	·18
Leith	2	·02	–	–	1	–	–	–	–	–	1	–	–	–	–	–	3	·02	–	–
Glasgow	–	–	–	–	2	·02	113	1·26	52	·45	3	·02	15	·14	4	·03	–	–	10	·09
TOTAL of United Kingdom	8,378		8,324		8,965		8,997		11,695		13,217		11,038		11,716		14,116		11,425	

ORANGES AND LEMONS.

IMPORTS.

PORTS.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.
London	47,528	33·09	43,982	33·97	61,037	36·10	51 994	36·65	62,771	31·85	66,702	30·07	75,604	34·01	85,735	33·15	80,657	36·22	82,764	32·32
Liverpool	64,992	45·24	56,688	43·79	69,915	41·35	59,180	41·71	73,256	37·17	79,779	35·96	78,860	35·48	93,437	36·12	76,477	34·35	92,977	36·31
Bristol	2,346	1·63	3,227	2·49	3,516	2·08	3,090	2·18	4,607	2·34	5,108	2·30	4,565	2·05	6,034	2·33	5,293	2·38	9,340	3·65
Hull	17,371	12·09	16,245	12·55	23,492	13·89	18,296	12·90	27,129	13·77	30,394	13·70	27,423	12·34	33,515	12·95	29,601	13·29	31,763	12·40
Southampton	64	·04	65	·05	74	·04	394	·28	805	·41	462	·21	856	·39	1,069	·41	782	·35	410	·16
Leith	427	·30	458	·35	993	·59	601	·42	4,413	2·24	3,200	1·44	3,367	1·51	1,380	·53	1,390	·62	878	·34
Glasgow	8,335	5·80	6,703	5·18	7,244	4·28	5,245	3·70	10,341	5·25	15,060	6·79	14,397	6·48	16,534	6·39	14,805	6·65	17,199	6·72
TOTAL of United Kingdom	143,653		129,467		169,082		141,869		197,075		221,856		222,272		258,653		222,649		256,055	

EXPORTS.

London	1,801	14·27	1,587	17·77	1,582	15·73	2,217	25·93	2,036	15·75	2,177	9·35	2,043	7·91	2,248	7·49	1,381	8·79	1,689	10·74
Liverpool	6,485	51·37	3,706	41·50	2,582	25·67	1,746	20·42	4,240	32·79	12,149	52·20	14,712	56·94	14,769	49·24	4,399	27·98	5,068	32·22
Bristol	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4	·01	7	·04	7	·05
Hull	3,762	29·80	2,894	32·41	5,463	54·30	4,171	48·78	6,118	47·32	7,267	31·22	7,407	28·67	10,416	34·73	9,193	58·48	8,036	51·09
Southampton	81	·64	77	·86	73	·73	103	1·20	97	·75	583	2·50	460	1·78	626	2·09	120	·76	237	1·51
Leith	6	·05	39	·44	–	–	–	–	149	1·15	10	·04	63	·24	55	·18	14	·09	41	·26
Glasgow	78	·62	16	·18	–	–	13	·15	18	·14	809	3·48	770	2·98	1,356	4·52	128	·81	267	1·61
TOTAL of United Kingdom	12,625		8,930		10,060		8,551		12,929		23,274		25,838		29,994		15,721		15,729	

POTATOES.

IMPORTS.

PORTS.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent of U. K.
London	9,011	9·29	26,475	16·58	20,149	13·39	19,473	13·77	15,667	11·59	37,089	19·74	8,618	7·68	36,385	18·56	83,887	24·85	46,410	17·99
Liverpool	2,607	2·69	2,491	1·56	2,631	1·75	3,805	2·69	6,448	4·77	3,174	1·69	4,699	4·19	5,426	2·77	13,122	3·89	8,692	3·37
Bristol	158	·16	394	·25	55	·04	281	·19	174	·13	4,107	2·19	192	·17	3,117	1·59	4,794	1·42	1,516	·59
Hull	8,771	9·04	14,700	9·21	16,814	11·18	10,938	7·74	12,287	9·09	12,662	6·74	10,507	9·36	13,246	6·76	27,155	8·04	22,987	8·91
Southampton	29,094	29·99	33,925	21·26	26,757	17·79	25,826	18·26	27,931	20·66	28,458	15·14	27,222	24·26	30,706	15·66	43,401	12·86	50,174	19·45
Leith	161	·17	327	·20	73	·05	68	·05	616	·46	232	·12	13	·01	1,273	·65	1,112	·33	489	·19
Glasgow	91	·09	137	·09	140	·09	206	·15	124	·09	83	·04	97	·09	144	·07	201	·06	121	·05
TOTAL of United Kingdom	97,005		159,642		150,417		141,406		135,190		187,908		112,231		196,060		337,586		257,951	

EXPORTS.

London	786	70·24	1,171	58·67	1,091	47·91	410	25·08	301	13·69	127	21·94	124	6·19	94	5·14	262	11·78	802	21·65
Liverpool	104	9·29	390	19·54	133	5·84	434	26·55	1,113	50·61	152	26·25	263	13·13	218	11·91	387	17·39	384	10·36
Bristol	–	–	–	–	–	–	–	–	–	–	–	–	–	–	3	·16	23	1·03	1	·03
Hull	163	14·57	352	17·64	1,044	45·85	774	47·34	489	22·24	71	12·26	435	21·72	187	10·22	214	9·62	109	2·94
Southampton	13	1·16	5	·25	2	·09	–	–	281	12·78	229	39·55	1,160	57·91	1,265	69·13	1,304	58·61	2,346	63·32
Leith	–	–	17	·85	–	–	–	–	–	–	–	–	–	–	14	·77	9	·40	–	–
Glasgow	–	–	–	–	–	–	–	–	2	·09	–	–	–	–	–	–	–	–	–	–
TOTAL of United Kingdom	1,119		1,996		2,277		1,635		2,199		579		2,003		1,830		2,225		3,705	

SEED—LINSEED.

IMPORTS.

PORTS.	1890		1891		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.
London	150,843	39·01	174,192	39·59	159,633	41·96	138,978	40·86	171,890	41·16	124,906	31·70	166,679	32·32	129,107	33·82	150,226	44·48	147,299	40·94
Liverpool	35,230	9·11	45,933	10·44	38,329	10·08	38,270	11·25	30,490	7·30	34,856	8·85	42,399	8·22	29,733	7·78	36,751	10·88	39,510	10·98
Bristol	9,041	2·34	9,602	2·18	7,008	1·84	6,298	1·85	13,780	3·30	11,869	3·01	21,581	4·18	11,167	2·93	8,262	2·45	9,888	2·75
Hull	128,867	33·33	144,979	32·95	120,664	31·72	107,177	31·51	132,854	31·81	147,229	37·37	201,618	39·09	153,569	40·23	111,307	32·96	131,099	36·44
Southampton	2	–	801	·18	34	–	1,421	·42	1,567	·38	2,546	·65	2,266	·44	918	·24	148	·04	311	·09
Leitn	11,205	2·90	9,440	2·15	4,344	1·14	7,713	2·27	8,521	2·04	16,308	4·14	17,388	3·37	13,514	3·54	4,610	1·36	7,750	2·15
Glasgow	4,846	1·25	10,930	2·48	7,805	2·05	6,067	1·78	9,286	2·22	3,381	·86	3,266	·63	5,279	1·38	3,902	1·15	5,549	1·54
TOTAL of United Kingdom	386,633		440,022		380,430		340,116		417,594		393,998		515,773		381,724		337,703		359,777	

EXPORTS.

London	14,478	75·27	12,241	87·44	18,091	74·46	18,648	84·76	47,076	67·03	19,945	67·88	11,345	92·74	14,600	89·49	24,525	86·74	16,296	92·93
Liverpool	468	2·43	124	·89	484	1·99	714	3·25	866	1·23	1,091	4·81	28	·23	1,158	7·10	1,374	4·86	338	1·93
Bristol	1	–	–	–	–	–	–	–	4,333	6·17	548	2·41	–	–	–	–	2	·01	–	–
Hull	3,925	20·40	1,632	11·65	5,718	23·53	2,197	9·98	13,923	19·82	509	2·24	852	6·96	557	3·41	2,353	8·32	897	5·11
Southampton	2	·01	2	·02	4	·02	65	·30	207	·29	2	·01	–	–	–	–	21	·07	5	·03
Leith	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Glasgow	362	1·88	–	–	–	–	–	–	682	·97	–	–	–	–	–	–	–	–	–	–
TOTAL of United Kingdom	19,236		13,999		24,297		22,003		70,236		22,696		12,233		16,315		28,275		17,536	

SKINS—GOAT UNDRESSED.

IMPORTS.

PORTS.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Number.	Per Cent. of U.K.	Quantity. Number.	Per Cent. of U.K.	Quantity. Number.	Per Cent. of U.K.	Quantity. Number.	Per Cent. of U.K.	Quantity. Number.	Per Cent. of U.K.	Quantity. Number.	Per Cent. of U.K.	Quantity. Number.	Per Cent. of U.K.	Quantity. Number.	Per Cent. of U.K.	Quantity. Number.	Per Cent. of U.K.	Quantity. Number.	Per Cent. of U.K.
London	6,371,843	71·69	6,158,279	73·94	7,491,583	69·26	9,090,834	79·71	7,243,285	67·22	9,347,631	67·22	6,819,108	68·31	9,562,124	70·71	11,512,942	79·02	12,967,938	71·39
Liverpool	612,535	6·89	762,547	9·16	1,564,087	14·46	793,295	6·96	1,506,081	13·98	1,900,655	13·67	1,513,709	15·16	2,271,371	16·79	1,855,398	12·73	2,487,429	13·69
Bristol	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Hull	675,882	7·60	236,543	2·84	175,460	1·62	474,218	4·16	252,239	2·34	777,850	5·59	727,364	7·29	820,520	6·07	510,720	3·51	1,575,260	8·67
Southampton	1,018,210	11·46	899,700	10·80	1,095,712	10·13	806,662	7·07	1,063,689	9·87	702,350	5·05	718,150	7·19	580,225	4·29	532,640	3·66	588,000	3·24
Leith	8,990	·10	5,861	·07	45,770	·42	6,822	·06	30,905	·29	30,465	·22	23,395	·24	27,350	·20	20,700	·14	21,074	·12
Glasgow	90,441	1·02	144,360	1·73	401,950	3·72	192,944	1·69	626,002	5·81	1,075,287	7·73	111,300	1·12	206,220	1·52	37,956	·26	482,305	2·65
TOTAL of ited Kingdom	8,888,298		8,329,105		10,817,303		11,405,530		10,774,963		13,906,969		9,982,054		13,523,056		14,569,660		18,165,381	

EXPORTS.

London	6,016,335	75·59	6,429,578	78·42	7,584,656	71·87	8,038,361	80·13	8,061,846	71·24	8,858,076	67·61	6,907,216	69·36	8,666,463	65·09	9,412,975	70·70	12,967,805	71·82
Liverpool	713,578	8·97	803,433	9·80	1,862,381	17·65	910,385	9·07	1,636,114	14·46	1,857,249	14·18	1,655,601	16·62	2,264,246	17·01	1,801,100	13·53	2,565,679	14·21
Bristol	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Hull	400,455	5·03	283,600	3·46	156,660	1·48	240,918	2·40	125,037	1·10	432,140	3·30	560,898	5·63	1,295,125	9·73	385,720	2·90	892,100	4·94
Southampton	4,302	·05	16,742	·20	–	–	78,139	·78	192,639	1·70	189,417	1·45	99,194	1·00	49,019	·37	187,512	1·41	302,316	1·67
Leith	–	–	–	–	–	–	30	–	–	–	–	–	–	–	–	–	–	–	–	–
Glasgow	459,280	5·77	444,720	5·42	585,270	5·55	403,856	4·03	1,059,168	9·36	1,477,281	11·28	403,807	4·05	556,618	4·18	1,227,152	9·22	821,808	4·55
TOTAL of United Kingdom	7,958,387		8,198,736		10,552,991		10,032,164		11,316,565		13,101,890		9,958,926		13,313,637		13,314,686		18,055,323	

SKINS—SHEEP, UNDRESSED.

IMPORTS.

PORTS.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Number.	Per Cent. of U.K.	Quantity. Number.	Per Cent. of U.K.	Quantity. Number.	Per Cent. of U.K.	Quantity. Number.	Per Cent. of U.K.	Quantity. Number.	Per Cent. of U.K.	Quantity. Number.	Per Cent. of U.K.	Quantity. Number.	Per Cent. of U.K.	Quantity. Number.	Per Cent. of U.K.	Quantity. Number.	Per Cent. of U.K.	Quantity. Number.	Per Cent. of U.K.
London	7,443,961	63·12	8,779,682	67·32	8,918,086	72·02	10,134,738	70·56	10,216,707	73·87	10,577,577	67·45	9,339,901	69·89	10,228,480	70·35	10,356,738	68·69	10,898,190	70·41
Liverpool	1,708,632	14·49	993,016	7·61	671,087	5·42	907,523	6·32	1,016,381	7·35	1,276,221	8·14	885,444	6·63	1,198,300	8·24	1,572,392	10·43	2,282,231	14·74
Bristol	120	–	16,520	·13	184	–	125	–	20	–	–	–	72	–	200	–	2,870	·02	20	–
Hull	59,242	·50	69,613	·53	46 280	·37	52,873	·37	18,309	·13	88,098	·56	59,225	·44	77,901	·54	141,381	·94	122,469	·79
Southampton	2,266,807	19 22	3,010,620	23·08	2,498,364	20·18	2,932,561	20·42	2,409,831	17·42	3,658,010	23·33	2,974,830	22·26	2,856,152	19·64	2,905,673	19·27	2,042,642	13·19
Leith	36,256	·30	27,663	·21	100,817	·81	51,695	·36	39,870	·29	22,622	·14	15,492	·12	17,297	·12	11,138	·07	37,086	·24
Glasgow	4,146	·04	7,087	·05	3,078	·02	202,000	1·41	24,220	·17	12,000	·08	34,250	·26	21,080	·14	31,450	·21	43,070	·28
TOTAL of United Kingdom	11,793,116		13,041,530		12,382,213		14,362,907		13,831,508		15,682,442		13,364,634		14,539,056		15,077,072		15,478,816	

EXPORTS.

London	2,086,552	82·60	2,197,006	87·88	3,804,115	91·26	4,753,562	88·60	4,351,836	94·83	4,326,159	82·63	4,084,216	85·97	4,866,166	83·84	4,540,939	81·86	4,847,910	75·06
Liverpool	377,215	14·93	293,350	11·73	351,943	8·44	265,479	4·95	94,086	2·05	652,774	12·47	360,971	7·60	354,537	6·11	351,979	6·35	895,555	13·87
Bristol	–	–	–	–	50	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Hull	11,645	·46	1,294	·05	40	–	23,255	·43	510	·01	9,467	·18	14,527	·31	54,240	·93	75,903	1·37	70,200	1·09
Southampton	800	·03	2,800	·11	–	–	103,718	1·93	126,491	2·76	236,182	4·51	268,206	5·65	525,962	9·06	561,461	10·12	532,478	8·24
Leith	–		70	–	3,000	·07	–	–	288	·01	1,460	·03	–	–	–	–	398	·01	600	·01
Glasgow	–	–	400	·02	–	–	204,700	3·82	10,040	·22	200	–	–	–	–	–	–	–	72,694	1·13
TOTAL of United Kingdom	2,526,156		2,500,078		4,168,314		5,365,047		4,589,135		5,235,786		4,750,870		5,803,887		5,547,055		6,458,444	

SPIRITS.

IMPORTS.

PORTS	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Gallons.	Per Cent. of U. K.	Quantity. Gallons.	Per Cent. of U. K.	Quantity. Gallons.	Per Cent. of U. K.	Quantity. Gallons.	Per Cent. of U. K.	Quantity. Gallons.	Per Cent. of U. K.	Quantity. Gallons.	Per Cent. of U. K.	Quantity. Gallons.	Per Cent. of U. K.	Quantity. Gallons.	Per Cent. of U. K.	Quantity. Gallons.	Per Cent. of U. K.	Quantity. Gallons.	Per Cent. of U. K.
London	10,028,632	64·68	8,848,328	60·15	9,113,922	63·99	7,735,865	59·67	9,035,917	63·76	7,866,343	63·96	7,329,974	62·02	7,252,321	61·57	7,029,476	60·43	7,128,195	59·86
Liverpool	2,977,482	19·20	3,371,608	22·92	3,153,558	22·16	3,227,607	24·90	2,597,758	18·33	2,372,555	19·29	2,363,540	20·00	2,255,157	19·14	2,801,339	24·08	2,545,089	21·37
Bristol	550,361	3·55	549,301	3·74	415,708	2·92	299,748	2·31	371,269	2·62	329,692	2·68	327,289	2·77	348,701	2·96	261,171	2·25	280,246	2·35
Hull	107,452	·69	105,319	·72	125,299	·88	70,413	·54	127,563	·90	97,349	·79	92,952	·79	103,731	·88	90,764	·78	130,405	1·09
Southampton	170,716	1·10	163,604	1·11	164,101	1·15	318,075	2·45	336,395	2·37	437,359	3·56	439,692	3·72	477,059	4·05	396,913	3·41	390,722	3·28
Leith	238,273	1·53	288,622	1·96	265,720	1·87	209,318	1·61	340,532	2·40	236,784	1·93	210,050	1·78	186,670	1·59	170,912	1·47	151,973	1·28
Glasgow	675,710	4·36	393,456	2·67	274,984	1·93	390,004	3·01	306,448	2·16	230,052	1·87	288,950	2·44	356,553	3·03	169,848	1·46	153,230	1·29
TOTAL of United Kingdom	15,504,855		14,710,394		14,241,897		12,964,487		14,171,329		12,298,923		11,818,468		11,779,647		11,631,684		11,908,004	

EXPORT.

London	3,068,125	66·70	2,751,569	70·57	2,537,961	65·50	2,265,400	64·40	2,210,621	63·10	2,170,439	62·32	1,999,556	63·66	1,835,539	60·66	1,864,104	57·03	1,914,815	59·25
Liverpool	1,082,275	23·53	791,374	20·30	1,007,344	26·00	903,248	25·68	797,145	22·75	802,706	23·05	667,099	21·24	705,388	23·31	979,616	29·97	889,934	27·54
Bristol	2,758	·06	4,510	·12	3,022	·08	3,441	·10	3,358	·10	2,750	·08	3,436	·11	9,853	·33	1,752	·05	4,508	·14
Hull	11,446	·25	25,192	·65	17,579	·45	5,991	·17	11,544	·33	23,816	·68	10,515	·33	9,366	·31	23,231	·71	23,753	·73
Southampton	204,104	4·44	181,074	4·64	174,010	4·49	235,315	6·69	278,834	7·96	384,187	11·03	358,104	11·40	378,583	12·51	313,854	9·60	301,240	9·32
Leith	20,925	·45	23,968	·61	26,133	·67	20,681	·59	22,194	·63	21,988	·63	22,077	·70	19,296	·64	17,312	·53	14,672	·45
Glasgow	55,862	3·39	77,690	1·99	67,316	1·74	52,227	1·48	39,859	1·14	36,174	1·04	51,701	1·65	40,224	1·33	37,964	1·16	53,681	1·66
TOTAL of United Kingdom	4,600,007		3,899,287		3,874,928		3,517,860		3,503,316		3,482,470		3,141,143		3,026,096		3,268,787		3,231,899	

SUGAR.

IMPORTS.

PORTS.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.
London	476,159	36·27	509,252	36·25	475,999	34·58	465,476	33·05	499,560	34·33	512,294	31·96	512,955	32·78	509,705	33·36	512,366	31·47	539,169	33·14
Liverpool	266,492	20·30	298,905	21·29	321,485	23·35	346,259	24·59	307,507	21·13	372,089	23·21	357,243	22·83	313,263	20·51	355,307	21·82	308.838	18·98
Bristol	59,751	4·55	64,110	4·56	61,519	4·47	59,967	4·26	65,644	4·51	70,332	4·39	73,008	4·67	74,904	4·90	73,076	4·49	79,938	4·91
Hull	78,039	5·94	83,502	5·94	71,344	5·18	69,848	4·96	72,073	4·95	89,998	5·61	78,406	5·01	80,760	5·28	86,462	5·31	75,762	4·66
Southampton	7,879	·60	9,006	·64	10,301	·75	7,906	·56	11,149	·77	7,937	·50	7,590	·49	8,303	·54	8,678	·53	12,051	·74
Leith	105,546	8·04	92,395	6·58	83,414	6·06	81,861	5·81	98,224	6·75	103,345	6·45	92,170	5·89	99,349	6·50	102,416	6·29	123,862	7·61
Glasgow	16,043	1·22	18,168	1·29	9,388	·68	7,811	·55	14,998	1·03	13,118	·82	6,820	·44	8,862	·58	9,484	·58	19,767	1·21
TOTAL of United Kingdom	1,312,891		1,404,693		1,376,618		1,408,370		1,455,214		1,602,965		1,564,860		1,527,493		1,628,317		1,627,019	

EXPORTS.

London	36,283	54·81	13,665	39·95	10,777	35·33	11,583	31·95	14,534	40·33	10,341	34·39	10,446	30·02	12,602	28·22	12,096	25·56	8,643	34·39
Liverpool	12,683	19·16	6,478	18·93	5,737	18·81	11,768	32·46	10,879	30·19	4,777	15·88	12,088	34·74	16,953	37·97	14,018	29·62	9,442	37·57
Bristol	–	–	–	–	12	·04	11	·03	–	–	1	–	37	·11	45	·10	39	·08	29	·12
Hull	12,926	19·52	12,260	35·84	12,124	39·75	10,453	28·83	9,449	26·22	11,376	37·83	10,734	30·85	12,858	28·80	13,819	29·20	5,022	19·98
Southampton	1,557	2·35	1,358	3·97	1,283	4·21	1,041	2·87	822	2·28	1,180	3·92	826	2·37	539	1·21	611	1·29	699	2·78
Leith	118	·18	153	·45	78	·26	85	·23	133	·37	133	·44	287	·82	276	·62	352	·74	848	3·37
Glasgow	56	·08	16	·05	32	·10	53	·15	3	·01	1,063	3·53	12	·03	27	·06	68	·14	2	·01
TOTAL of United Kingdom	66,202		34,204		30,502		36 252		36,035		30,071		34,792		44,652		47,325		25,129	

TEA.

IMPORTS.

PORTS.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Tons.	Per Cent. of U.K.	Quantity Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity. Tons.	Per Cent. of U.K.	Quantity Tons.	Per Cent. of U.K.
London	103,904	99·59	110,862	99·07	110,258	99·57	114,416	99·66	111,907	99·52	116,488	99·07	121,218	98·85	123,685	99·08	124,251	99·19	134,249	99·15
Liverpool	168	·16	64	·06	71	·06	67	·06	144	·13	214	·18	192	·16	528	·42	386	·31	234	·17
Bristol	–	–	–	–	–	–	6	·01	–	–	–	–	–	–	2	–	–	–	–	–
Hull	34	·03	104	·09	235	·21	180	·16	136	·12	154	·13	189	·15	121	·09	63	·05	40	·03
Southampton	53	·05	23	·02	58	·05	20	·02	28	·02	75	·06	68	·06	82	·06	141	·11	292	·22
Leith	2	–	5	–	3	–	6	–	15	·01	2	–	21	·02	20	·01	17	·01	30	·02
Glasgow	75	·07	69	·06	40	·04	53	·05	50	·04	56	·05	81	·07	35	·03	10	·01	28	·02
TOTAL of United Kingdom	104,331		111,167		110,729		114,805		112,445		117,576		122,624		124,837		125,263		135,398	

EXPORTS.

London	20,769	97·93	18,347	97·97	20,053	97·14	18,127	97·16	17,114	97·15	16,533	96·04	18·644	96·43	21,476	95·85	19,539	96·55	20,126	96·76
Liverpool	207	·98	80	·42	119	·58	107	·57	181	1·03	249	1·45	228	1·18	586	2·62	357	1·76	365	1·75
Bristol	2	·01	1	–	1	–	2	·01	1	–	1	–	2	·01	–	–	1	–	2	·01
Hull	34	·16	105	·56	236	1·14	181	·97	136	·77	154	0·89	189	·98	121	·54	61	·30	37	·18
Southampton	48	·22	21	·11	54	·26	20	·11	28	·16	79	·46	64	·33	81	·36	128	·63	169	·81
Leith	1	–	2	·01	1	–	2	·01	3	·02	15	·09	18	·09	19	·08	21	·10	16	·08
Glasgow	122	·57	144	·77	156	·75	197	1·06	129	·73	160	·93	162	·84	82	·37	108	·53	67	·32
TOTAL of United Kingdom	21,208		18,726		20,642		18,658		17,616		17,215		19,335		22,406		20,23		20,800	

TIN.

IMPORTS.

PORTS.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.
London	26,265	97·14	27,151	96·26	28,234	95·81	32,248	96·10	37,902	96·82	40,094	96·38	36,943	96·27	24,952	93·15	19,282	94·80	25,382	93·40
Liverpool	690	2·55	975	3·46	1,056	3·58	1,265	3·77	1,186	3·03	1,412	3·39	1,172	3·05	1,565	5·84	993	4·88	1,377	5·07
Bristol	–	–	–	–	7	·02	–	–	–	–	–	–	–	–	31	·12	25	·12	103	·38
Hull	5	·02	8	·03	17	·06	23	·07	52	·13	17	·04	4	–	–	–	3	·01	4	·01
Southampton	–	–	–	–	–	–	–	–	–	–	–	–	17	·04	33	·12	8	·04	18	·07
Leith	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Glasgow	–	–	2	·01	75	·25	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL of United Kingdom	27,038		28,207		29,468		33,558		39,148		41,601		38,375		26,786		20,339		27,174	

EXPORTS

London	13,934	94·03	13,477	92·18	10,620	64·90	17,971	94·24	21,098	97·94	19,948	96·32	17,639	94·29	12,481	84·57	13,950	89·22	14,158	83·99
Liverpool	220	1·48	512	3·50	255	1·56	264	1·38	61	·28	527	2·54	136	·73	12	·08	245	1·57	178	1·06
Bristol	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Hull	5	·03	11	·08	20	·12	20	·10	31	·14	36	·17	4	·02	–	–	3	·02	1	·01
Southampton	–	–	–	–	–	–	310	1·63	–	–	–	–	695	3·72	2,149	14·56	1,331	8·51	2,348	13·93
Leith	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Glasgow	–	–	–	–	75	·46	–	–	–	–	–	–	–	–	–	–	–	–	–	–
TOTAL of United Kingdom	14,818		14,621		16,364		19,070		21,542		20,710		18,707		14,759		15,635		16,856	

TOBACCO.

IMPORTS.

PORTS.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1399.	
	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.
London	15,087	39·75	13,843	38·22	13,809	37·46	16,433	35·97	15,803	33·93	11,570	28·67	13,819	29·43	15,732	32·25	13,913	28·70	15,474	24·31
Liverpool	17,110	45·08	16,356	45·16	15,775	42·79	23,007	50·37	25,237	54·18	23,729	58·80	27,786	59·17	27,924	57·24	26,212	54·07	36,578	57·47
Bristol	468	1·23	14	1·97	610	1·65	641	1·40	541	1·16	702	1·74	383	·82	506	1·03	811	1·67	952	1·50
Hull	643	1·69	178	·49	613	1·66	127	·28	299	·64	454	1·12	533	1·14	598	1·23	620	1·28	829	1·30
Southampton	940	2·48	1,368	3·78	914	2·48	727	1·59	378	·81	350	·87	599	1·28	891	1·83	3,024	6·24	2,492	3·91
Leith	406	1·07	613	1·69	904	2·45	923	2·02	1,512	3·25	1,197	2·96	1,006	2·14	775	1·59	533	1·10	1,458	2·29
Glasgow	2,388	6·29	2,244	6·20	2,894	7·85	3,326	7·28	2,029	4·36	1,732	4·29	2,039	4·34	1,489	3·05	1,051	2·17	2,949	4·63
TOTAL of United Kingdom	37,951		36,218		36,864		45,680		46,580		40,358		46,953		48,788		48,478		63,649	

EXPORTS.

London	5,472	51·51	6,740	57·81	4,688	44·96	5,530	48·47	4,509	45·44	4,015	39·46	4,993	46·88	6,783	48·68	4,620	31·04	2,007	18·37
Liverpool	3,934	37·04	4,136	35·48	4,315	41·38	4,898	42·93	4,364	43·98	4,866	47·82	4,737	44·47	5,893	42·29	6,466	43·45	5,429	49·69
Bristol	147	1·38	179	1·53	208	1·99	257	2·25	305	3·07	440	4·32	28	·26	1	·01	–	–	2	·02
Hull	615	5·79	163	1·39	595	5·71	111	·97	254	2·56	430	4·23	370	3·47	540	3·88	494	3·32	662	6·06
Southampton	104	·98	151	1·29	333	3·19	166	1·46	162	1·63	98	·96	193	1·81	463	3·32	2,986	20·06	2,476	22·66
Leith	4	·04	7	·06	7	·07	6	·05	7	07	15	·15	8	·08	3	·02	8	·05	9	·08
Glasgow	301	2·83	228	1·95	246	2·36	408	3·58	279	2·81	268	2·63	286	2·69	214	1·54	269	1·81	305	2·79
TOTAL of United Kingdom	10,622		11,658		10,427		11,410		9,923		10,176		10,651		13,935		14,883		10,926	

WINE.

IMPORTS.

PORTS.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. *Gallons.*	Per Cent. of U.K.	Quantity. *Gallons.*	Per Cent. of U.K.	Quantity. *Gallons.*	Per Cent. of U.K.	Quantity. Gallons.	Per Cent. of U.K.	Quantity. Gallons.	Per Cent. of U.K.	Quantity. Gallons.	Per Cent. of U.K.	Quantity. Gallons.	Per Cent. of U.K.	Quantity. Gallons.	Per Cent. of U.K.	Quantity. Gallons.	Per Cent. of U.K.	Quantity. Gallons.	Per Cent. of U.K.
London	10,327,642	55·58	10,681,565	55·96	11,682,708	59·42	9,425,372	55·54	8,961,596	55·55	10,074,563	56·09	10,180,562	54·53	10,601,553	53·94	10,711,638	52·71	10,495,753	53·90
Liverpool	3,324,538	17·89	3,143,701	16·47	3,100,379	15·77	2,857,670	16·84	2,775,619	17·20	3,091,672	17·21	3,210,639	17·19	3,462,405	17·62	3,875,515	19·07	3,818,010	19·61
Bristol	519,316	2·79	537,150	2·81	481,754	2·45	441,400	2·60	412,544	2·56	454,875	2·53	442,862	2·37	504,180	2·56	519,533	2·56	452,151	2·32
Hull	351,248	1·89	497,356	2·61	517,948	2·63	500,365	2·95	274,752	1·70	283,241	1·58	286,043	1·53	337,924	1·72	483,071	2·38	468,506	2·41
Southampton	268,412	1·44	196,871	1·03	163,301	·83	281,659	1·66	227,616	1·41	416,845	2·32	470,421	2·52	493,583	2·51	381,291	1·88	392,389	2·01
Leith	463,532	2·49	465,757	2·44	437,295	2·22	350,390	2·06	297,121	1·84	374,637	2·09	418,122	2·24	424,087	2·16	546,086	2·69	459,547	2·36
Glasgow	542,064	2·92	501,699	2·63	541,254	2·75	406,956	2·40	476,188	2·95	475,932	2·65	520,149	2·79	490,266	2·49	501,469	2·47	457,656	2·35
TOTAL of United Kingdom	18,581,719		19,089,397		19,662,090		16,970,405		16,132,947		17,962,945		18,667,616		19,653,390		20,320,364		19,473,068	

EXPORTS.

London	1,838,851	49·76	1,903,265	53·59	1,785,364	50·42	1,618,774	47·64	1,350,899	48·23	1,536,961	47·06	1,431,353	46·42	1,330,957	43·48	1,504,870	47·45	1,437,604	47·31
Liverpool	1.416,378	38·38	1,149,776	32 38	1,235,446	30·89	1,128,435	33·21	1,053,355	37·60	1,235,974	37·85	1,129,433	36·63	1,140,425	37·26	1,124,891	35·47	1,056,968	34·78
Bristol	6,944	·19	4,725	·13	6,374	·18	6,482	·19	7,747	·28	9,375	·29	8,468	·27	7,396	·24	9,085	·29	10,158	·33
Hull	140,469	3·80	260,555	7·34	281,891	7·96	300,416	8·84	102,710	3·67	70,352	2·15	69,774	2·26	142,898	4·67	217,013	6·84	202,908	6·68
Southampton	115,443	3·12	80,517	2·27	81,710	2·31	182,537	5·37	123,257	4·40	227,366	6·96	260,719	8·45	282,442	9·22	176,036	5·56	205,944	6·78
Leith	4,555	·12	4,159	·12	4,681	·13	4,622	·14	9,162	·33	7,857	·24	5,679	·18	6,885	·22	7,250	·23	6,463	·21
Glasgow	66,028	1·79	42,978	1·21	53,753	1·52	63,633	1·87	70,957	2·53	72,080	2·21	72,041	2·34	66,729	2·18	53,030	1·67	47,242	1·55
TOTAL of United Kingdom	3,695,647		3,551,365		3,541,026		3,397,480		2,801,148		3,265,812		3,083,651		3,060 79		3,171,379		3,038,979	

WOOD.

IMPORTS.

PORTS.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.
London	1,647,893	22·47	1,431,856	20·75	1,595,466	20·34	1,418,001	19·76	1,644,362	20·38	1,575,535	20·73	1,920 797	21·84	2,199,620	21·57	2,173,283	24·01	2,075,530	21·30
Liverpool	763,743	10·41	703,980	10·20	796,872	10·16	730,293	10·18	723,798	8·97	608,886	8·01	757,180	8·61	928,280	9·12	802,645	8·87	880,797	9·04
Bristol	110,986	1·51	125,009	1·81	116,049	1·48	102,752	1·43	128,554	1·59	105,621	1·39	137,796	1·57	172,488	1·69	143,560	1·59	145,558	1·49
Hull	551,412	7·52	526,914	7·64	586,010	7·47	507,209	7·07	605,148	7·50	587,504	7·73	715,852	8·14	813,832	7·98	766,604	8·47	824,923	8·46
Southampton	60,596	·83	68,369	·99	56,862	·73	62,033	·86	80,285	·10	75,192	·99	86,177	·99	93,522	·92	89,045	·98	89,626	·92
Leith	81,089	1·11	92,808	1·35	118,849	1·52	108,269	1·51	112,871	1·40	121,592	1·60	133,955	1·52	160,335	1·57	152,989	1·69	135,264	1·39
Glasgow	101,923	1·39	102,774	1·49	128,880	1·64	126,166	1·76	143,009	1·77	144,257	1·90	184,883	2·10	245,997	2·41	24,444	2·48	242,591	2 49
TOTAL of United Kingdom	7,335,211		6,898,837		7,842,382		7,176,902		8,069,296		7,600,984		8 793,397		10,198,233		9,050,837		9,743,148	

EXPORTS.

London	20,555	48·02	19,101	48·83	22,595	51·52	19,276	49·30	17,350	40·55	20,109	43·62	25,216	40·82	20,637	37.14	29,852	50·47	27,854	47·81
Liverpool	10,402	24·30	7,948	20·32	9,205	20·99	10,576	27·05	11,162	26·09	12,616	27·37	15,682	25·39	16,389	29·49	19,074	32·25	20,401	35·02
Bristol	79	·18	43	·11	20	·05	51	·13	12	·03	112	·24	59	·10	116	21	98	·17	86	·15
Hull	3,087	7·21	2,748	7·03	3,264	7·44	2,789	7·13	4,018	9·39	7,015	15·22	8,036	13·01	8,198	14·75	2,114	3·57	6,230	10·69
Southampton	446	1·04	714	1·82	1,000	2·28	984	2·52	788	1·84	987	2·14	1,129	1·83	1,279	2·30	2,539	4·29	790	1·36
Leith	3	·01	151	·39	1,105	2·52	268	·69	386	·90	2	–	108	·17	180	·32	3	01	7	·01
Glasgow	2,535	5·92	631	1·61	611	1·39	947	2·42	518	1·21	288	·62	157	·25	156	·28	102	17	324	·56
TOTAL of United Kingdom	42,804		39,116		43,860		39,098		42,784		46,098		61,772		55,572		59,143		58,260	

WOOL, SHEEP'S.

IMPORTS.

PORTS.	1890.		1891.		1892		1893.		1894.		1895.		1896		1897.		1898.		1899.	
	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.	Quantity. Tons.	Per Cent. of U. K.
London	223,215	79·46	258,391	80·90	272,686	82·74	247,826	82·51	250,276	80·02	272,989	79·32	245,717	77·13	249,510	75·98	235,417	75·91	219,312	74·06
Liverpool	26,458	9·42	26,529	8·31	31,330	9·69	28,384	9·45	31,824	10·18	37,472	10·89	36,367	11·42	38,261	11·65	36,106	11·64	34,685	11·71
Bristol	12	–	–	–	–	–	11	–	–	–	7	–	14	–	–	–	22	·01	4	–
Hull	9,294	3·31	14,518	4·55	8,627	2·62	6,573	2·19	12,276	3·92	12,988	3·77	11,601	3·64	17,681	5·38	14,648	4·72	16,089	5·43
Southampton	15,217	5·42	16,455	5·15	12,940	3·93	13,662	4·55	12,845	4·11	14,405	4·19	17,783	5·58	14,223	4·33	16,543	5·33	17,450	5·89
Leith	300	·11	346	·11	675	·20	565	·19	747	·24	665	·19	631	·20	702	·21	710	·23	792	·27
Glasgow	137	·05	116	·04	71	·02	76	·03	380	·12	776	·23	742	·23	415	·13	860	·28	405	·14
TOTAL of United Kingdom	280,909		319 407		329,576		300,341		312,746		344,176		318,560		328,405		310,135		296,139	

EXPORTS.

London	92,152	60·62	106,983	62·39	127,873	66·59	108,339	70·18	118,348	76·85	133,215	73·83	106,062	71·05	108,412	65·48	81,948	64·68	40,982	31·45
Liverpool	14,386	9·46	11,594	6·76	15,327	7·98	9,788	6·34	10,120	6·57	18,618	10·32	15,343	10·28	28,529	17·23	9,337	7·37	12,918	9·91
Bristol	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	8	·01	–	–
Hull	6,504	4·28	7,252	4·23	4,959	2·58	2,729	1·77	2,564	1·66	2,501	1·39	2,554	1·71	4,324	2·61	3,930	3·10	3,614	2·77
Southampton	3,157	2·08	4,424	2·58	2,340	1·22	1,865	1·21	3,039	1·97	1,790	·99	2,878	1·93	3,274	1·98	4,388	3·46	4,788	3·67
Leith	17	·01	17	·01	15	·01	6	–	6	–	–	–	14	·01	–	–	74	·06	11	·01
Glasgow	133	·09	31	·02	15	·01	25	·02	21	·01	18	·01	14	·01	349	·21	401	·32	6	–
TOTAL of United Kingdom	152,014		171,475		192,011		154 372		153,995		180,441		149,287		165,554		126,696		130,315	

8.—STATISTICS (so far as they are able to be furnished by the BOARD of CUSTOMS) of the IMPORTS of the PRINCIPAL ARTICLES of MERCHANDISE at five leading FOREIGN PORTS for each of the TEN YEARS from 1890 to 1899.

(*Handed in by Mr. G. L. Ryder*, C.B., *on the Twenty-ninth Day. See Question 11563.*)

CHEESE.

	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.
Hamburg	—	—	—	—	—	—	—	—	—	—
Bremen	—	—	—	—	—	—	—	—	—	—
Amsterdam	—	—	—	—	—	—	—	—	—	—
Antwerp Kilos.	—	81,000	40,000	49,000	48,000	37,000	—	—	—	—
Havre	—	—	—	—	—	—	—	—	—	—
							—	—	—	—

COCOA.

Hamburg	—	—	Tons 9,679	Tons 10,489	—	Kilos. 14,000,000	Kilos. 16,000,000	Kilos. 19,500,000	Sacks 246,000	Sacks 378,464
Bremen	—	—	—	—	—	—	—	—	—	—
Amsterdam	—	—	—	—	—	—	—	—	—	—
Antwerp 1,000 K.	—	943	1,085	1,230	1,556	1,780	—	2,571	2,243	3,296
Havre Tons	14,919	13,168	14,130	20,919	19,655	23,392	21,216	17,384	25,814	30,950

COFFEE.

Hamburg Tons	—	—	129,926	126,376	—	Kilos.132,600,000	Kilos.141,400,000	Tons 186,000	Tons 196,500	Tons 142,188
Bremen Kilos.	—	—	—	—	—	—	11,074,655	14,902,001	15,123,232	14,073,359
Amsterdam Tons	24,679	29,552	26,290	—	—	—	—	—	—	—
Antwerp 1,000 K.	—	34,036	44,050	33,129	32,321	36,828	—	45,769	45,797	88,116
Havre Tons	81,338	84,557	103,847	100,630	87,454	108,709	85,732	145,374	124,289	129,305

COTTON, RAW.

Hamburg	—	—	Tons 93,451	Tons 93,962	—	—	Bales 438,798	Bales 407,665	Bales 445,192	Bales 449,392
Bremen Kilos.	—	—	—	—	—	—	223,779,385	295,292,448	375,975,650	324,442,692
Amsterdam Bales	30,439	42,723	64,800	—	—	—	—	—	—	—
Antwerp 1,000 K.	—	65,515	50,079	64,051	60,286	45,449	—	39,062	49,331	55,754
Havre Tons	113,842	137,964	171,240	137,114	153,139	148,831	122,244	174,050	163,389	163,503

HIDES.

	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.
Hamburg - - - Tons	—	—	33,802	40,075	—	—	—	—	—	—
Bremen - - - - -	—	—	—	—	—	—	—	—	—	—
Amsterdam - - - Number	274,175	311,737	315,780	—	—	383,000	400,500	—	—	—
Antwerp - - - - -	—	—	—	—	—	—	—	—	—	—
Havre - - - Tons	27,694	30,853	21,444	23,104	28,308	30,982	27,054	26,141	25,918	23,256

JUTE.

Hamburg - - - Tons	—	—	—	—	—	106,190	—	—	—	—
Bremen - - - Kilos.	—	—	—	—	—	—	16,090,446	19,284,403	23,586,623	16,355 920
Amsterdam - - - - -	—	—	—	—	—	—	—	—	—	—
Antwerp - - - - -	—	—	—	—	—	—	—	—	—	—
Havre - - - - -	—	—	—	—	—	—	—	—	—	—

POTATOES.

Hamburg - - - - -	—	—	—	—	—	—	—	—	—	—
Bremen - - - - -	—	—	—	—	—	—	—	—	—	—
Amsterdam - - - - -	—	—	—	—	—	—	—	—	—	—
Antwerp - - - 1,000 K.	—	330	611	35	72	120	—	—	—	—
Havre - - - - -	—	—	—	—	—	—	—	—	—	—

SEED—LINSEED.

Hamburg - - - - -	—	—	—	—	—	—	—	—	—	—
Bremen - - - Kilos.	—	—	—	—	—	—	—	—	25,910,476	26,736,697
Amsterdam - - - Quarters	334,520	444,988	367,000	—	—	—	—	—	—	—
Antwerp - - - - -	—	—	—	—	—	—	—	—	—	—
Havre - - - - -	—	—	—	—	—	—	—	—	—	—

Spirits.

	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897	1898.	1899.
	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.
Hamburg - - - - -	—	—	—	—	—	—	—	—	—	—
Bremen - - - Litres	—	—	—	—	—	—	4,676,667	4,422,396	3,954,147	4,322,054
Amsterdam - - - - -	—	—	—	—	—	—	—	—	—	—
Antwerp - - - Hectol.	—	6,253	10,468	14,275	15,897	16,143	—	14,718	12,333	10,463
Havre - - - - Gallons	969,604	934,472	1,115,510	6,521	23,628	1,565,516	1,076,755	1,226,837	1,362,648	939,092

Sugar.

Hamburg - - - Tons	—	—	1,017	3,681	—	—	—	—	—	—
Bremen - - - - Kilos.	—	—	—	—	—	—	70,475,758	86,534,495	54,495,060	50,745,693
Amsterdam - - - Tons.	62,848	80,100	65,590	—	—	—	—	—	—	—
Antwerp - - - - 1,000 K.	—	8,322	12,343	8,472	8,283	6,706	—	11,113	12,241	10,302
Havre - - - - Tons	4,230	1,741	2,252	1,617	3,019	4,506	3,240	1,976	8,964	23,536

Tea.

Hamburg - - - Tons	—	—	2,156	2,804	—	—	—	—	—	—
Bremen - - - - -	—	—	—	—	—	—	—	—	—	—
Amsterdam - - - Tons	2,023	1,922	2,680	—	—	—	—	—	—	—
Antwerp - - - - -	—	—	—	—	—	—	—	—	—	—
Havre - - - - - -	—	—	—	—	—	—	—	—	—	—

Tin.

Hamburg - - - - -	—	—	—	—	—	—	—	—	—	—
Bremen - - - - -	—	—	—	—	—	—	—	—	—	—
Amsterdam - - - Tons	4,448	—	—	—	—	—	—	—	—	—
Antwerp - - - 1,000 K.	—	1,194	1,018	1,231	1,707	1,317	—	2,849	3,343	4,182
Havre - - - - - -	—	—	—	—	—	—	—	—	—	—

Tobacco.

	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.
Hamburg	—	—	Tons 24,681	Tons 34,257	—	—	Packgs. 241,000	Packgs. 298,500	Packgs. 517,000	Packgs. 315,000
Bremen - Kilos.	—	—	—	—	—	—	49,707,103	57,666,310	61,477,555	48,066,898
Amsterdam - Tons	23,586	29,270	28,079	—	—	—	—	—	—	—
Antwerp - 1,000 K.	—	10,680	10,931	10,947	12,786	13,682	—	12,622	11,104	10,767
Havre	—	—	—	—	—	—	—	—	—	—

Wine.

Hamburg - Hectol.	—	—	99,328	91,746	—	—	—	—	—	—
Bremen - Litres	—	—	—	—	—	—	7,758,875	8,650,465	8,359,317	8,566,477
Amsterdam	—	—	—	—	—	—	—	—	—	—
Antwerp - Hectol.	—	75,895	70,195	74,927	88,461	81,210	—	83,641	92,642	93,400
Havre - Gallons.	11,618,911	8,161,846	13,923,822	7,544,621	7,780,553	5,359,647	3,668,744	5,212,254	4,595,644	3,467,786

Wood

Hamburg - Tons	—	—	39,484	28,855	—	—	—	—	—	—
Bremen -	—	—	—	—	—	—	—	—	—	—
Amsterdam	—	—	—	—	—	—	—	—	—	—
Antwerp -	—	—	—	—	—	—	—	—	—	—
Havre - Tons	33,209	67,405	44,710	44,376	46,041	53,831	62,011	65,629	61,725	67,246

Wool, Sheep's.

Hamburg - Tons	—	—	79,200	76,480	—	—	—	—	—	—
Bremen - Kilos.	—	—	—	—	—	—	69,324,111	67,899,592	75,829,909	77,504,077
Amsterdam	—	—	—	—	—	—	—	—	—	—
Antwerp - 1,000 K.	—	86,539	79,522	86,176	79,858	88,754	—	74,553	64,367	78,288
Havre - Tons	11,169	11,025	11,302	12,809	11,103	7,823	8,999	9,222	8,046	9,421

9. RETURN showing for London, Liverpool, and Outports, respectively, the amount of Overtime charged by the Customs in the year ended 30th September, 1900, in respect of the Landing, Shipping, and Warehousing of all kinds of Goods (dutiable, drawback, and free), distinguishing the Payments connected with Landing and Shipping from Warehousing.

(*Handed in by Mr. G. L. Ryder*, C.B., *on the Twenty-ninth Day. See Question 11563.*)

	Landing and Shipping.	Warehousing.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.
London - - - - -	9,460 9 –	4,757 2 2	14,217 11 2
Liverpool - - - - - -	3,875 14 6	571 1 2	4,446 15 8
Other Outports - - -	12,916 14 9	910 12 1	13 827 6 10
TOTAL - - - £.	26,252 18 3	6,238 15 5	32,491 13 8

Note.-- The above figures represent the sums actually paid by Merchants and others on account of the attendance of Officers outside their usual hours of duty. No part of these sums accrues to the Crown.

Appendix.
29th Day,
No. 10.

10. STATEMENT showing the Hours and Pay of

(*Handed in by Mr. G. L. Ryder*, C.B., *on the*

PORT.	Rates of Pay.		Ordinary Working Day.
	By the Hour, &c.	By the Week.	
London:			
(1.) DOCKS UNDER JOINT COMMITTEE EXCEPT TILBURY DOCKS:			
(*a*) Permanent Labourers	—	24*s.*	8 hours between 6 a.m. and 6 p.m.
(*b*) Registered Labourers	—	24*s.*	48 hours a week summer 42 hours a week winter
(*c*) Preference	6*d.* (not less than 2*s.* paid).	—	—
TILBURY DOCKS:			
(*a*) Men supplied by a Federation	7*d.*	—	—
(*b*) Permanent	—	25*s.*	—
(2.) BUTLER'S WHARF:			
(*a*) Permanent men	—	33*s.* 30*s.*	8 a.m. 6 p.m. 8 a.m. to 6 p.m.
(*b*) Casual men	6*d.*	—	8 a.m. to 8 p.m.
(3.) ANOTHER LARGE WHARF	6*d.*	—	8 a.m. to 8 p.m.
Liverpool	4*s.* 6*d.* or 5*s.* a day (not less than half-a-day paid).	—	7 a.m. to 5 p.m.
Hull	6½*d.* or 7½*d.*	—	6 a.m. to 6 p.m.
Newcastle:			
(*a*) Tyne Dock	7½*d.*	—	6 a.m. to 5 p.m. in summer 7 a.m. to 5 p.m. in winter
(*b*) Albert Edward Dock	5½*d.* to 6*d.*	—	
Weekly hands	—	21*s.* to 23*s.*	
Glasgow	7*d.*	—	6 a.m. to 6 p.m.
Belfast	5*s.* a day	—	6 a.m. to 6 p.m.
Swansea	—	—	About m to 5 p.m.
(Port Talbot)	6*s.* a day	—	—
(Another system)	7*d.* an hour	—	—
Bristol	6½*d.*	26*s.* to 30*s.*	6 a.m. to 6 p.m p.m. on Saturdays)
Gloucester	7*s.* a day	—	6 a.m. to 5 p m. in summer 8 a.m. to 4 or 4 30 p.m. in winter
Cardiff			
(*a*) Cardiff Docks Company	5*s* to 6*s.* a day	—	6 a.m. to 5 p.m.
(*b*) Large private firms	6*s.* 6*d.* a day	—	
Small private firms	6*d.* an hour	—	
(*c*) Barry Docks	5*s.* to 6*s.* a day	—	6 a.m. to 5.30 p.m
Newport, Monmouth	7*s.* to 9*s.* a day		6 a.m. to 6 p.m. for 9 months 7 a.m. to 6 p.m. for 3 months

Dock Labourers at the Principal Ports.

Twenty-ninth Day. See Question 11563.)

Rate of Pay for Work outside Ordinary Day.	Effect of Customs Warehousing Hours on Hours of Labour.	Remarks.
8*d.* an hour 8*d.* an hour 8*d.* between 6 p.m. and 6 a.m. 10*d.* an hour, 6 p.m. to 10 p.m 1*s.* an hour, 10 p.m. to 6 a.m.	Practically Nil	Paid whether employed or not.
None. 8*d.* an hour 8*d.* an hour 8*d.* an hour		
7*d.* or 8*d.* an hour Between 5 p.m. and 11 p.m., 4 hours count as 6 hours. From midnight to 5 a.m. counts as 6 hours.	Nil	Work ceases 12 1 p.m., 11 12 p.m., 5 6 a.m.
9½*d.* or 10½*d.* an hour	Nil	2 hours for meals
1 hour counts as 1½ 1 hour counts as 1¼	Nil.	
Shipping companies pay 8*d.* an hour Stevedores pay 9*d.* or 10*d.*	Nil	2 hours for meals.
9*d.* an hour	Nil	2 hours for meals.
5 to 10 p.m., 1 hour counted as 1½ hours 10 p m. to 6 a.m., 1 hour counted as 2 hours. 9*s.* a night. 9*d.* an hour, 6 p.m. to 6 a.m. (meal times included).	—	Most of the labour is supplied by "gangers" Pay by the job in many cases. All wages are settled with the Dockers' Union
9*d.* an hour	Nil	Most men employed by the hour.
1*s.* an hour, 5 p.m. to 6 a.m.	—	About two hours for meals. Corn porters are paid by the 100 bushels.
7*s.* 6*d.* to 9*s.*, 5 p.m. to 6 a.m.	—	1½ hours for meals.
9*s.* 9*d.* a night	—	1½ hours for meals. Superior men.
8*d.* an hour	—	Meal times paid for. Inferior men.
7*s.* 6*d.* to 9*s.* a night from 7.30 p.m.	—	Average wages equal 30*s.* to £.2 a week.
1*s.* an hour	—	800 to 900 men employed, chiefly on piece-work. They are mostly supplied by stevedores. Their earnings range from 30*s.* to £.4 a week, and may be said to average 45*s.* a week.

Appendix. 29th Day, No. 11.

11.—TABLE showing the RECEIPTS AND WORKING EXPENSES of the Poplar Dock for the Year 1899.

(Handed in by Mr. F. J. Dunn on the Twenty-ninth Day. See Question 11566).

			£ s. d.
Cr.			
By Wharfage			8,962 11 10
„ Charges collected by M. M. and L. S. Department for Services in connection with the Dock			6,987 0 1
„ Apportioned rent of dock quay paid by London and North Western Railway Company			129 0 0
			16,078 11 11
Less Dr.			
To Wages:	£ s. d.	£ s. d.	
Paid through M. M. and L. S. Department in connection with traffic in and out of Dock	4,549 9 3		
Paid through Locomotive Department, men driving Cranes	305 10 9		
		4,855 0 0	
„ Dock Rent		1,200 0 0	
„ Contribution towards pumping expenses for maintaining depth at Blackwall Basin and Poplar Dock		500 0 0	
„ Working Expenses, Hydraulic Machinery	724 17 5		
„ Repairs to Cranes, &c.	441 12 7		
„ Wages, Oiling &c., Cranes and Capstans	22 9 6		
		1,188 19 6	
„ Gas supplied to Hydraulic Lifts, &c., per Locomotive Department	158 1 0		
„ Water supplied to Weigher's Office, &c., per Locomotive Department	3 17 0		
		161 18 0	
„ Cost of repairing Sidings in Dock	387 9 0		
„ „ „ Turntables in Dock	321 15 8		
	709 4 8		
Deduct, charged out to L. and N. W. Railway:			
	£ s. d.		
Cost of repairing Roads	214 4 4		
„ „ Turntables	120 17 4		
	335 1 8		
		374 3 0	
„ Repairs of Dock per Maintenance Department		22 10 0	
Dredging		587 0 0	
Rates and Taxes		1,293 15 0	
			10,183 5 6
Balance of Receipts and Working Expenses		Cr.	£5,895 6 5

12.—REPORT OF DIRECTORS AND STATEMENTS OF ACCOUNT

OF THE

NORTH LONDON RAILWAY COMPANY

for the Half-year ending 31st December 1900.

Appendix.
29th Day,
No. 12.

12.—Report of Directors and Statements of Account of the North London Railway Company for the Half-year ending 31st December 1900.

(Handed in by Mr. F. J. Dunn, on the Twenty-ninth Day. See Question 11568.)

North London Railway.

Report of the Directors.

The gross receipts for the half-year ending 31st December 1900 amount to 280,512*l.*, against 278,266*l.* in the corresponding period of 1899, an increase of 2,246*l.*; and the expenses to 159,923*l.*, against 153,073*l.*, an increase of 6,850*l.*; the percentage of working expenses to gross receipts being 57·01 against 55·01.

The receipts from traffic have been as under:—

	Half-year ending 31st December 1900.	Half-year ending 31st December 1899.	Increase.	Decrease.
	£.	£.	£.	£.
Passengers	159,629	162,792	—	3,163
Parcels, Horses, Carriages, &c.	5,291	4,608	683	—
Merchandise	70,648	67,503	3,145	—
Minerals	26,319	24,517	1,802	—
Live Stock	880	963	—	83
Total £.	262,767	260,383	5,630	3,246

Net Increase £. 2,384

Number of Passengers	23,765,009	24,013,397	Decrease. 248,388
Number of Season Tickets	38,096	37,832	Increase. 264

The decrease in passenger traffic arises from—(1) competition; (2) the unfavourable weather on the occasion of the August Bank Holiday; and (3) the unusually mild and fine weather prevailing during the later months of the half-year

Working expenses are increased chiefly by the largely enhanced cost of coal, and rates and taxes are still a growing quantity.

The net result of the half-year's working, after payment of interest on the debenture capital, is a balance to the credit of revenue of 98,912*l.* 6*s.* 4*d.*, from which the declaration of dividends for the half-year is recommended as under:—

Preferential Consolidated Stock (1866)—
Two and three-quarters per cent., making the dividend for the twelve months at the rate of - - - - - - - - - - - - 5 per cent.

Second Preference Consolidated Stock (1875)—
Two and a-quarter per cent., making the dividend for the twelve months at the rate of - - - - - - - - - - - - - - 4½ per cent.

Consolidated Stock—
Three and a-half per cent., making the dividend for the twelve months at the rate of - - - - - - - - - - - - - - 7¼ per cent.

leaving a balance of 3,323*l.* 6*s.* 4*d.* to be carried forward to the current half-year, against 7,233*l.* 17*s.* 7*d.* in 1899.

The Quinquennial valuation of the Company's property for parochial assessment has been fairly satisfactorily arranged, excepting as regards one parish, in respect of which notice of appeal has been lodged.

The Bills deposited for the ensuing Session of Parliament affecting the Metropolitan area are receiving the attention of the Directors, with the view to the protection of the interests of the Company.

The Directors retiring on the present occasion are the Hon. Sidney Carr Glyn and Mr. James Young Stephen, who, being eligible, offer themselves for re-election.

The Directors regret to announce the resignation, consequent on failing health, of Mr. Francis Edward Greenaway, who, for a period extending over 34 years, has been an auditor of the Company. Mr. Joseph Thomas Firbank, M.P. of The Coopers, Chislehurst, has notified his intention of offering himself as a candidate for the vacant office.

Rathmore,
Chairman.

STATEMENTS OF ACCOUNT, 31 DECEMBER 1900.

CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

ACT OF PARLIAMENT.	CAPITAL AUTHORISED.			CAPITAL CREATED OR SANCTIONED.			BALANCE.		
	Stock and Shares.	Loans and Debenture Stocks.	Total.	Stock and Shares.	Loans and Debenture Stocks.	Total.	Stock and Shares.	Loans and Debenture Stocks.	Total.
	£.	£.	£.	£.	£.	£.	£.	£.	£.
The North London Railway Act, 1871, Sec. 21.	2,675,000	890,866	3,565,866	2,675,000	890,866	3,565,866	—	—	—
By same Act, Secs. 13 & 17	250,000	80,000	330,000	250,000	80,000	330,000	—	—	—
he North London Railway Act, 1883, Secs. 16 & 20.	250,000	83,300	333,300	250,000	83,300	333,300	—	—	—
The North London Railway Act 1885, Secs. 21 & 26	50,000	16,600	66,600	—	—	—	50,000	16,600	66,600
The North London Railway Act, 1897, Secs. 13 & 16.	30,000	10,000	40,000	—	—	—	30,000	10,000	40,000
TOTAL £.	3,255,000	1,080,766	4,335,766	3,175,000	1,054,166	4,229,166	80,000	26,600	106,600

CAPITAL STOCK CREATED, SHOWING THE PROPORTION RECEIVED.

DESCRIPTION.	Amount created.	Amount received.	Unissued.
	£.	£.	£.
Consolidated Stock	2,225,000	2,020,400	204,600
Preferential Consolidated Stock, 1866 (4½ to 5 per cent.)	700,000	700,000	—
Second Preference Consolidated Stock, 1875 (4½ per cent.)	250,000	250,000	—
TOTAL £.	3,175,000	2,970,400	204,600

CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.

	RAISED BY ISSUE OF DEBENTURE STOCKS.		Total raised by Debenture Stocks.
	At 4 per cent.	At 4½ per cent.	
	£.	£.	£.
Existing at 31st December 1900	6,500	964,366	970,866
Ditto 30th June 1900	6,500	964,366	970,866
Increase	—	—	—
Decrease	—	—	—
Total Amount authorised to be raised by Loans and by Debenture Stocks in respect of Capital created, as per Statement No. 1		1,054,166	
Less—Amount not yet available		83,300	
			970,766
Total Amount raised to 31st December 1900, by Debenture Stocks as above			970,766
Margin of Borrowing Powers in respect of Capital created			—

Appendix.
29th Day,
No. 12—
continued

RECEIPTS AND EXPENDITURE

Dr.

	Amount Expended to 30th June 1900.	Amount Expended during Half-year.	Total.
TO EXPENDITURE—	£. s. d.	£. s. d.	£ s. d.
On Lines open for Traffic	3,645,227 10 3	6,274 18 10	3,650,502 9 1
On Working Stock	386,876 17 2	9,102 0 0	395,978 17 2
LEASED LINES—			
North and South Western Junction	24,132 14 7	—	24,132 14 7
	£. 4,056,237 2 0	14,376 18 10	
			£. 4,070,614 0 10

DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 31 DECEMBER 1900.

	£. s. d.	£. s. d.
ON LINES OPEN FOR TRAFFIC—		
Land and Compensation	347 15 9	
Works and Engineering	4,927 3 1	
		5,274 18 10
ON WORKING STOCK—		
2 Locomotives	3,400 0 0	
4 Third Class Carriages	1,040 0 0	
42 Hopper Coal Waggons	4,662 0 0	
		9,102 0 0
Total Expenditure for Half-year, as per Account No. 4		£. 14,376 18 10

ON CAPITAL ACCOUNT.

Cr.

	Amount Received to 30th June 1900.	Amount Received during Half-year.	Total.
BY RECEIPTS—	£. s. d.	£. s. d.	£. s. d.
Stock, per Account No. 2	2,970,400 0 0	—	2,970,400 0 0
Debenture Stocks, per Account No. 3	970,866 0 0	—	970,866 0
Premium on Issue of Stock	31,791 7 8	—	31,791 7 8
	£.3,973,057 7 8	—	
By Balance	—	—	97,556 13 2
			£.4,070,614 0 10

RETURN OF WORKING STOCK.

	LOCOMOTIVE.		COACHING.					MERCHANDISE AND MINERAL.			
	Engines.	Coal Waggons.	First Class.	Second Class.	Third Class.	Composite.	Brake Vans.	Goods and Coal Waggons.	Cattle Waggons.	Ballast, &c., Trucks.	Goods Brake Vans.
Stock on 31 December 1900	92	150	120	132	154	38	92	249	—	57	39
Stock on 30 June 1900	90	150	120	132	150	38	92	207	—	57	39
Increase during Half-year	2	—	—	—	4	—	—	42	—	—	—
Decrease „ „	—	—	—	—	—	—	—	—	—	—	—

RETURN OF DUPLICATE WORKING STOCK.

Stock on 31 December 1900	24	12	57	52	106	5	39	19	—	10	3

CAPITAL EXPENDITURE ON ROLLING STOCK.

	LOCOMOTIVE.		COACHING.		MERCHANDISE AND MINERAL.		TOTAL.
	No.	Amount.	No.	Amount.	No.	Amount.	
		£. s. d.		£. s. d.		£. s. d.	£. s. d.
Charge to Capital, 30 June 1900	90	94,633 17 4	532	162,717 14 1	453	29,525 5 9	386,876 17 2
Charge this Half-year	2	3,400 0 0	4	1,040 0 0	42	4,662 0 0	9,102 0 0
Total charge to Capital	92	128,033 17 4	536	163,757 14 1	495	34,187 5 9	395,978 17 2

Appendix.
29th Day.
No. 12—
continued.

Estimate of Further Expenditure on Capital Account.

	£.	Further Expenditure. During the Half-year ending 30th June 1901.	Further Expenditure. In subsequent Half-years.	Total.
On Lines Open for Traffic—		£.	£.	£.
Poplar Dock, Buildings and Machinery	1,000			
Rolling Stock	33,000			
Sundry Works	6,000			
		16,400	23,600	40,000
Total estimated further Expenditure of Capital		16,400	23,600	40,000

Capital Powers and other Assets available to meet Further Expenditure.

	£.	£.
Share and Loan Capital—Authorised or created but not yet received, as per Statements Nos. 1, 2, and 3		394,500
Surplus Lands and Property: Estimated Value available for Sale		4,064
Total		£. 398,564
	£.	
Assets as stated	398,564	
Less overdrawn Capital Account, as per No. 4	97,557	
	£301,007	

REVENUE ACCOUNT. HALF-YEAR ENDED 31 DECEMBER 1900.

Dr. *Cr.*

EXPENDITURE.	£ s. d.	Half-year ended 31st Dec. 1899. £
Abstract (A.) To Maintenance of Way, Works, and Stations.	18,862 16 1	21,325
(B.) „ Locomotive Power	62,976 17 5	53,801
(C.) „ Carriage and Waggon Repairs	11,685 9 0	11,897
(D.) „ Traffic Expenses	54,849 8 5	54,758
(E.) „ General Charges	11,016 2 5	10,724
„ Law Charges	472 18 2	907
„ Parliamentary Expenses	76 11 4	—
„ Compensation for Accidents and Losses — Passengers	366 3 10	139
„ Compensation for Accidents and Losses — Goods, &c.	95 1 7	53
„ Rates and Taxes	21,357 5 0	21,576
„ Government Duty	672 18 8	692
„ Dock and Wharf Charges	2,803 7 3	2,672
	185,234 19 2	177,544
Cr. By Receipts from other Companies, and Sundries.	25,311 9 11	24,471
	159,923 9 3	153,073
To Balance carried to Net Revenue Account	120,588 3 1	125,193
£	280,511 12 4	278,266

RECEIPTS.	No.	Class.	Amount. £. s. d.	£. s. d.	£. s. d.	Half-year ended 31st. Dec., 1899. £
By Passengers—	1,543,251	First	15,859 7 10			
	4,823,992	Second	35,141 13 7			
	17,397,766	Third	108,627 12 9			
	23,765,009	Total.		159,628 14 2		162,792
By Parcels, Horses, Carriages, &c.				5,290 10 5		4,608
					164,919 4 7	167,400
„ Merchandise				70,648 5 9		67,503
„ Live Stock				880 7 3		963
„ By Minerals				26,319 3 0		24,517
					97,847 16 0	92,983
„ Demurrage, Mileage, &c., of Rolling Stock					1,554 8 4	1,711
					264,321 8 11	262,094
„ Transfer Fees					22 15 0	20
„ Rents of Land and Buildings					12,023 18 5	11,895
„ Advertising at Stations					4,143 10 0	4,257
£.				280,511 12 4		278,266

NET REVENUE ACCOUNT. 31 DECEMBER 1900.

	£ s. d.	Half-year ended 31st Dec., 1899. £.
To Interest on Debenture Stocks	21,828 4 8	21,828
„ North and South Western Junction Railway— Joint Lease	3,302 15 8	3,504
„ Workmen's Compensation Fund	—	1,000
	25,131 0 4	26,332
„ Balance available for Dividend on Preference and Ordinary Capital.	98,912 6 4	107,874
	£124,043 6 8	134,206

	£ s. d.	Half-year ended 31st Dec., 1899. £.
By Balance brought from last Half-year's Account.	2,625 17 9	7,532
„ Balance of Revenue Account	120,588 3 1	125,193
„ General Interest	829 5 10	1,481
	£124,043 6 8	134,206

PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

	£. s. d.	£. s. d.	Half-year ended, 31st Dec., 1899. £.
Balance available for Dividend, as per Account No. 10	—	98,912 6 4	107,874
Dividend on Preferential Consolidated Stock (1866), £700,000, at 2¾ per cent., making a total payment for the year of 5 per cent.	19,250 0 0		
Ditto on Second Preference Consolidated Stock (1875), £250,000, at 2¼ per cent.., making a total payment for the year of 4½ per cent.	5,625 0 0		
Ditto on Consolidated Stock, £2,020,400, at 3½ per cent., making a total payment for the year of 7¼ per cent.	70,714 0 0	95,589 0 0	100,640
Balance to next Half-year		3,323 6 4	7,234

Appendix.

29th Day, No. 12—continued.

ABSTRACTS

A.—MAINTENANCE OF WAY, WORKS, &c.

			Half-year ended 31st Dec., 1899.
	£ s. d.	£ s. d.	£.
Salaries, Office Expenses, and General Superintendence	918 19 6		863
Maintenance and Renewal of Permanent Way—			
viz.: Wages	3,342 0 8		3,379
Materials and Contracts	994 14 4		850
£			
Renewal of Road, Signals, &c., as per No. 17, viz.—Road 2,500			
Signals 2,000			
	4,500 0 0		4,500
		9,755 14 6	
Repairs of Approach Roads, Bridges, Signals, and other Works	—	3,581 5 5	3,973
Do. of Stations and Buildings	—	4,000 4 5	4,192
Do. of Workshops and Sheds	—	1,525 11 9	1,068
Alterations, Bow Workshops	—	—	2,500
MILES MAINTAINED (Main Line):—			
4 Lines 5 Miles.			
2 „ 7 „			
Total 12 Miles.		£18,862 16 1	21,325

B.—LOCOMOTIVE POWER.

			Half-year ended 31st Dec., 1899.
	£ s. d.	£ s. d.	£.
Salaries, Office Expenses, and General Superintendence	1,997 18 2		1,850
RUNNING EXPENSES:—			
viz.: Wages connected with the Working of Locomotive Engines	16,104 6 9		15,755
Coal and Coke	29,747 15 0		22,374
Water	1,544 17 4		1,533
Clothing, Oil, Tallow, and other Stores	2,049 3 8		1,820
		51,444 0 11	
REPAIRS AND RENEWALS OF ENGINES, TOOLS, &c.:—			
viz.: Wages	5,641 12 3		5,736
Materials	2,667 2 8		2,100
Renewal of Locomotive Stock, as per No. 16	2,500 0 0		2,500
		10,808 14 11	
Repairs and Maintenance of Machinery, Tools, &c.	—	1,576 0 6	998
		63,828 16 4	54,666
Credit—Hire of Locomotive Coal Waggons	—	851 18 11	865
		£62,976 17 5	53,801

GENERAL

	£ s. d.
To Net Revenue Balance, as per Account No. 10	98,912 6 4
„ Unpaid Dividends	2,561 8 6
„ Interest accruing and provided for	21,999 18 7
„ Accounts due to other Railway Companies	1,892 4 11
„ Sundry Outstanding Accounts	71,489 2 6
„ Workmen's Compensation Fund	8,635 10 8
„ Reserve Fund	100 000 0 0
Suspense Account, *i.e.*—Renewal of Rolling Stock Account, as per No. 16	9,522 0 10
„ „ Renewal of Road, Signals, &c., Account, as per No. 17	22,092 7 2
	£335,104 19 6

31 DECEMBER 1900.

Appendix. 29th Day, No. 12—continued.

C.—REPAIRS AND RENEWALS OF CARRIAGES AND WAGGONS.

	£. s. d.	£. s. d.	Half-year ended 31st December 1899. £.
CARRIAGES:			
Salaries, Office Expenses, and General Superintendence	292 4 8		317
Wages	3,950 6 1		3,990
Materials	3,113 10 9		3,396
Renewal of Carriage Stock, as per No. 16	2,550 – –		2,550
		9,906 1 6	
WAGGONS:			
Salaries, Office Expenses, and General Superintendence	47 14 3		49
Wages	543 12 2		507
Materials	166 2 9		119
Renewal of Waggon Stock, as per No. 16	825 – –		825
		1,582 9 2	
Repairs and Maintenance of Machinery, Tools, &c.		196 18 4	144
	£.	11,685 9 –	11,897

D.—TRAFFIC EXPENSES.

	£ s. d.	Half-year ended 31st December 1899. £.
Salaries, Wages, &c.,	44,344 18 9	44,585
Fuel, Lighting, Water, and General Stores	9,130 2 3	7,934
Clothing	1,022 0 11	1,359
Printing, Stationery, and Tickets	2,122 13 4	2,210
Hoists, Hydraulic Cranes, &c.	432 19 10	610
	57,052 15 1	56,689
Expenses at Joint Stations, Signals, &c. Cr.	2,203 6 8	1,931
£.	54,849 8 5	54,758

E.—GENERAL CHARGES.

	£. s. d.	Half-year ended 31st December 1899. £.
Direction	1,250 – –	1,250
Auditors	60 – –	60
Salaries of Secretary, General Manager, Accountant, and Clerks	6,576 10 2	6,342
Office Expenses, Sundries	981 15 3	907
Advertising	226 5 0	243
Fire Insurance	341 0 6	338
Electric Telegraph Expenses	596 1 4	581
Railway Clearing House Expenses	388 3 10	353
Gratuities	35 10 0	120
Railway Clearing System Superannuation Fund	560 16 4	530
£.	11,016 2 5	10,724

BALANCE SHEET. *Cr.*

	£. s. d.	£. s. d.
By Capital Account, Balance, as per Account No. 4		97,556 13 2
„ Cash at Bankers (Current Account) and Cash on hand		99,417 8 4
„ General Stores—Stock of Materials, viz.:—		
Work in Progress	14,016 16 3	
Locomotive, Carriage, Waggon, and General Stores	44,509 – 2	
Engineering and Permanent Way Stores	9,677 2 1	
		68,202 18 6
„ Accounts due from other Railway Companies		45,489 13 –
„ Balance due from Railway Clearing House		5,415 1 5
„ Sundry Outstanding Accounts		19,023 5 1
£.		335,104 19 6

Appendix.

29th Day, No. 12—continued.

Mileage Statement.

	Miles Authorised.	Miles Constructed.	Miles Constructing or to be Constructed.	Miles worked by Engines.
Lines owned by Company	12	12	-	
Lines leased (jointly)	5	5	-	
Total	17	17	-	17
Foreign Lines worked over				98
			Total	115

Statement of Train Mileage.

Half-year ended 31st December 1899.		Miles run by North London Trains.	Miles run by Trains of other Companies.	Total.
1,025,046	Passenger Trains	944,055	75,447	1,019,502
255,486	Goods and Mineral Trains	163,294	99,509	262,803
1,280,532	Total	1,107,349	174,956	1,282,305

Renewal of Rolling Stock Account.

	£ s. d.		£ s. d.
To Expenditure, Half-year ended 31st December, 1900	6,947 18 2	By Balance from last account	9,960 10 7
		„ Amount charged to Revenue, Half-year ended 31st December, 1900, viz.:— Account of Renewals:—	
		Locomotive Stock £2,500	
		Carriage Stock 2,550	
		Waggon Stock 825	
			5,875 0 0
		„ Old Rolling Stock	634 8 5
To Balance to be carried forward	9,522 0 10		
	£16,469 19 0		£16,469 19 0

Renewal of Road, Signals, &c., Account.

	£ s. d.		£ s. d.
To Expenditure, Half-year ended 31st December, 1900	4,158 6 1	By Balance from last account	21,351 3 7
Cr. Old Materials	399 9 8	„ Amount charged to Revenue, Half-year ended 31st December. 1900, viz.:—	
	3,758 16 5	Road £2,500	
To Balance to be carried forward	22,092 7 2	Signals 2,000	4,500 0 0
	£25,851 3 7		£25,851 3 7

Rathmore, Chairman.

G. E. Mainland, Accountant.

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works have during the past Half-year been maintained in good working condition and repair.

29th January 1901. *T. Matthews*, Resident Engineer.

CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Company's Plant, Engines, Carriages, Waggons, Machinery, and Tools have during the past Half-year been maintained in good working order and repair.

29th January 1901. *Henry J. Pryce*, Locomotive Superintendent.

AUDITORS' CERTIFICATE.

We do hereby certify that the foregoing accounts contain a full and true statement of the financial condition of the Company, and that the dividends, proposed to be declared on the Preference and Ordinary Capital, are *bonâ fide* due thereon after, charging the Revenue of the Half-year with all expenses which, in our judgment, ought to be paid thereout.

29th January 1901 *Francis E. Greenaway*, *Edward Lawrence* } Auditors.

13.—STATEMENT showing connections made between other Railway Companies by means of the North London Railway System, with examples of some streams of traffic regularly passing.

(*Handed in by Mr. F. J. Dunn on the Twenty-ninth Day. See Question 11572.*)

1. Companies exchanging Traffic over North London Line.		Remarks.
London and North Western Great Western And, through them, all other Railway Companies in England, Scotland and Wales	with Midland, Great Northern and other Companies beyond them	Via St. Pancras Junction.
London and North Western Great Western And all Companies beyond them	with Metropolitan	Via St. Pancras Junction.
London and North Western Great Northern Great Western London and South Western Midland And, through these, all other Railway Companies in England, Scotland and Wales	with Great Eastern, and lines beyond.	Via Hackney Wick Junction.
London and North Western Great Northern Great Western London and South Western And, through these, all other Railway Companies in England, Scotland and Wales	with London Tilbury and Southend	Via Bromley Junction.
Great Northern, Midland	with Midland, Great Northern	Via St. Pancras Junction.
(Exchange London traffic between themselves.)		
Great Eastern	with London Brighton and South Coast, and South Eastern.	Special traffic unable to pass over East London Railway.

2. Examples of Traffic passing over North London Railway.	Remarks.
Bricks, tiles, limes, &c., from Midland Counties to suburban stations on Great Northern, Great Eastern, and London Tilbury and Southend lines.	Thousands of tons per month.
Stone (Bath, Portland, Yorkshire), cement, and building materials, to suburban stations on Great Northern, Great Eastern, London Tilbury and Southend, and Great Western lines.	Thousands of tons per month.
Road stone for Suburban District Councils, &c., to Great Eastern, Great Northern, London and North Western Stations, from Leicestershire, Ludlow, Poplar Dock, &c.	Thousands of tons per month.
Heavy machinery and war ship fittings and ironwork from Tyne towns to Plymouth, Portsmouth, &c.	
Government stores, guns, &c., Aldershot, Weedon, &c., to Shoeburyness, &c., and large guns for repairs in the North of England.	
Government telegraph fittings, wire, &c., to Poplar Dock, for export to India, &c.	Frequent consignments of over 100 tons.
Iron and bridgework for Government contracts to Poplar Dock, for export to India and Colonies.	Frequent large consignments.
Railway carriage and waggon bodies, wheels and axles, &c., from Birmingham district to Poplar Dock, for export to India, Cape, Australia, and Colonies generally.	Frequent consignments of from 100 tons and over.
New boilers for torpedo boats, &c., placed in boats direct at Poplar Dock.	
Hay from Eastern Counties to Aldershot Camp.	
Burton beer to Aldershot Camp, *via* Great Eastern and Great Northern.	
Burton beer for London distribution	1,700 tons per month.
Burton beer for shipment at Poplar	Up to 1,300 tons per month.
Romford beer to Windsor, Surbiton, &c.	About 250 tons per month.
Birmingham, Plymouth, Bristol, and districts—Continental goods to and from Great Eastern, *via* Harwich.	About 9,000 tons per annum
Mineral oil, Purfleet stores to all railways	Over 2,000 tons per month.
Fish distribution from Lowestoft and Yarmouth to Western and South-Western Counties—Great Western and London and South Western Railways.	
Fish from East Coast and Scotland, &c., for Billingsgate chiefly	5,500 tons per month.
Potatoes and other vegetables to London markets	Very large tonnage.
Vegetables to and from Jersey, Penzance, and district, to Lincolnshire district &c.	
Fresh meat from Liverpool, Birkenhead, Glasgow. &c., to Smithfield market	Up to 400 tons per day.
Frozen meat (mutton chiefly), distributed to all inland towns, Liverpool, Manchester, Cardiff, &c.	At times 40 tons per week.

Appendix.

29th Day, No. 13—continued.

2. Examples of Traffic passing over North London Railway—*continued.*	Remarks—*continued.*
Grain from all London docks for general distribution to all inland towns and mills.	Up to 14,000 tons per month.
American provisions, bacon, cheese, flour, &c.—chiefly from Liverpool, for distribution.	Large tonnage weekly.
Irish provisions, bacon, butter, &c.—to London for distribution - - - -	Large tonnage weekly.
Reading biscuits to Great Eastern stations, Continent, Colonies, &c. - - -	Over 500 tons per month.
Malt from Essex, Norfolk, Suffolk. to West and South-West of England.	
Timber, teak, &c., to Birmingham and other railway carriage building centres.	
Galvanised sheets, rod and bar iron, South Staffordshire and Bristol to Poplar Dock for export.	Over 4,000 tons per month.
Agricultural machinery and portable engines from manufacturers in all parts of England to Poplar for export.	
House refuse (District Councils) from Great Northern Suburban stations to Great Eastern stations on low lands.	About 500 tons per month.
Tar and gas works refuse from suburban gas works—Great We-tern, Great Northern, London and North Western, London and South Western, and Great Eastern, to East End chemical works, &c.	
Paper from Lancashire and other districts to London, for newspaper and other purposes.	Large tonnage weekly.
Cotton goods, Manchester, &c., districts to London, for home consumption and export.	Large tonnage weekly.
Woollen goods, Yorkshire, &c., to London, for home consumption and export -	Large tonnage weekly.
Raw wool from Colonies to Yorkshire for manufacture, and to Liverpool for export.	Reaching at times 400 tons per day.
Live Stock.—The chief London market is served by Maiden Lane Depot, and cattle is dealt with there from all parts of England, Scotland, Wales, and Ireland (Irish imports *via* Bristol, Milford, Holyhead, Cork, and Waterford).	
American and Canadian horses also landed and distributed from Maiden Lane.	900 horses one month in 1896.
Live stock from Eastern Counties—Great Eastern, and London, Tilbury, and Southend.	
Live stock from Midland Counties, Wales, and Scotland—London and North Western.	
Live stock from Western Counties and South Wales—Great Western, London and South Western, and Somerset and Dorset Railways.	
Live stock from Southern Counties—London Brighton and South Coast, and South Eastern.	
Irish cattle to Eastern Counties - - - - - - - - - - -	For feeding and market purposes.
Cattle Western Counties to Eastern, and *vice versa* - - - - - - -	For feeding and market purposes.

14.—Copy of the Lease of the Poplar Dock granted by the East and West India Dock Company to the North London Railway Company, 1st July 1857.

(Handed in by Mr. F. J. Dunn on the Twenty-ninth Day. See Question 11588.)

THIS INDENTURE made the first day of July 1857 between the East and West India Dock Company of the one part and the North London Railway Company of the other part.

Whereas by an Act of Parliament passed in the Session held in the 9th and 10th years of the reign of Her present Majesty and having the short title of "The East and West India Docks and Birmingham Junction Railway Act 1846" the said North London Railway Company were incorporated under the name or style of "The East and West India Docks and Birmingham Junction Railway" and by another Act of Parliament passed in the Session held in the 16th and 17th years of the same reign and having the short title of "The North London Railway Act 1853" the corporate name or style of such company was altered to "The North London Railway Company." And whereas by Articles of Agreement made on the 29th day of June 1850 between the said East and West India Dock Company of the one part and the said North London Railway Company by their then incorporated name of the East and West India Docks and Birmingham Junction Railway Company of the other part It was agreed by and between the said parties hereto that the said Railway Company should be at liberty to construct the Terminus and goods station on their railway on the land belonging to the said dock company and distinguished on the plan thereto annexed by the colour orange and which piece of land in its present state is delineated in the plan hereto annexed and is therein distinguished by the colour orange and for that purpose should take a lease of the said land for 99 years from the 1st day of July 1850 and should also take a lease of the reservoir or timber pond belonging to the said Company and delineated in the said plan annexed to the said Articles of Agreement and the margin of land round the same and the canal or lock connecting the said reservoir with the Blackwall basin which timber pond margin of land and canal or lock are in their present state the hereditaments hereinafter described and intended to be hereby demised and are distinguished in the said plan annexed to the said Articles of Agreement by the colour green and the same timber pond (now converted into the Railway basin) margin of land and canal or lock in their present state are delineated in the said plan hereto annexed and are therein distinguished by the color green such lease to be for the term of 99 years extendible to the term of 999 years in the event of the said land colored orange being purchased by the said Railway Company under the power in that behalf contained in the said Articles of Agreement and such original or extended lease to be at the yearly rent and subject to the conditions agreements and covenants hereinafter contained And whereas shortly after the date of the said Articles of Agreement the said Railway Company with the consent of the said Dock Company entered into the occupation of the land and hereditaments hereinafter described and intended to be hereby demised. And whereas in accordance with the stipulations in that behalf contained in the above recited Articles of Agreement the said Railway Company have converted the said reservoir or timber pond into a Railway basin and have constructed the footbridge in connection therewith. And whereas the said Railway Company lately determined to exercise the option given to them by the said Articles of Agreement of purchasing the said piece of land coloured orange in the said plans and accordingly by an Indenture bearing even date with these presents and made between the said East and West India Dock Company of the one part and the said Railway Company of the other part for the considerations therein mentioned the said East and West India Dock Company did grant release convey and assure unto the said Railway Company their successors and assigns all the said piece or parcel of land colored orange in the said plan. To hold the same unto and to the use of the said Railway Company their successors and assigns for ever. Subject nevertheless to the covenants and conditions in the now being recited Indenture expressed and contained and subject also to the powers of distress and entry and other powers covenants and provisoes granted and contained by and in an Indenture bearing even date with the Indenture now in recital. And whereas in pursuance of the stipulations in that behalf contained in the said Articles of Agreement and in consideration of the premises and upon the application and request of the said Railway Company the said Dock Company have agreed to demise and lease to the said Railway Company the said hereditaments hereinafter described and expressed to be hereby demised for the term and in manner hereinafter expressed. Now this Indenture witnesseth that in consideration of the several rents and sums of money covenants conditions and agreements hereinafter respectively reserved and contained on the part of the said Railway Company their successors and assigns to be paid observed and performed they the said East and West India Dock Company do by these presents grant demise and lease unto the said North London Railway Company their successors and assigns. All that piece of land forming the site of the late reservoir or timber pond of the said Dock Company and also the margin of land round the same reservoir or pond And also the canal or lock connecting the said reservoir or pond with the Blackwall basin part of the site of which reservoir or timber pond and margin of land now form the site of the new Railway basin and which basin land and canal or lock are distinguished in the said plan hereunto annexed as the said lands and contain together 8a. 1r. 32p. or thereabouts and are situate in the Parish of All Saints Poplar in the County of Middlesex and are bounded on the north and west by land formerly of the Dock Company but recently sold to the said North London Railway Company on the south by land of the said Dock Company and on the east by a road called Preston's Road and all buildings and erections on the said lands and premises intended to be hereby demised. To have and to hold the said piece of land canal or lock hereditaments and premises hereinbefore granted and demised or intended so to be unto the said Railway Company their successors and assigns from the first day of July 1850 for and during and unto the full end and term of 999 years thence next ensuing and fully to be complete and ended yielding and paying therefore yearly and every year during the said term hereby granted unto the said Dock Company their successors or assigns the yearly rent or sum of £1,200 of lawful British money the said yearly rent to be paid by equal half-yearly payments on the 1st day of January and the 1st day of July in each year which payments the said East and West India Dock Company hereby acknowledge to have been duly made up to and inclusive of the 1st day of July 1857 and free and clear of and from all present and future taxes charges rates assessments payments tithes rent charges in lieu of tithe and other outgoings and deductions whatsoever the landlord's income or property tax alone excepted. And to be charged upon and issuing out of as well the said lands coloured orange in the said plan hereunto annexed by the colour green and hereditaments coloured green in the same plan and intended to be hereby demised. And the said railway company do hereby for themselves their successors and assigns covenant promise and agree with and to the said Dock Company their successors and assigns in manner following (that is to say) that the said railway company their successors or assigns will or shall from time to time and at all times hereafter during the said term hereby granted well and truly pay or cause to be paid unto the said dock company their successors or assigns the yearly rent or sum of £1,200 hereinbefore reserved and made payable at the days and times and in the manner hereinbefore appointed for payment thereof without any deduction or abatements whatsoever according to the reservation aforesaid and the true intent and meaning of these presents (the landlord's income or property tax alone excepted). AND ALSO will and shall from time to time, and at all times during the said term hereby granted, bear, pay, satisfy, and discharge, all, and all manner of taxes, charges, rates, assessments, impositions, payments, tithes, rent charges in lieu of tithes, and other outgoings and deductions whatsoever, as well ordinary, extraordinary and parliamentary, as parochial or otherwise, which now are, or at any time or times hereafter during the said original or extended term shall be rated taxed assessed, or imposed on, or due or payable for or in respect of the said piece of land and premises hereby granted and demised, or any part thereof. And further that they, the said railway company, their

Appendix.

29th Day, No. 14—continued.

successors or assigns, will and shall at all times during the said term of 999 years hereby granted, at their own costs maintain and keep the said "railway basin" as a basin for the reception exclusively through the docks of the said Dock Company of colliers and grain and other vessels and craft, of which the cargoes are stored in the bulk, but not of any other vessels, with proper gates, masonry, and quays, or wharfs and double lines of rails turn-tables and other conveniences suitable to the delivery of such cargoes directly into waggons from on board the vessels and during the said term hereby granted will and shall maintain and keep the said Railway basin and the canal or lock connecting the said basin with the Blackwall basin belonging to the Dock Company with the gates fittings erections and works connected therewith in perfect repair and working order and condition and will and shall at all times during the term hereby granted repair uphold and maintain the footbridge over the said canal or lock and maintain and keep the footbridge and communication now in existence and used by the said dock company along the margin of the Blackwall basin open and free of interruption except when and to such extent only as the same shall from time to time be necessarily interfered with for the ingress and egress of ships or craft in to or out of the said railway basin and also will and shall during the said term hereby granted keep closed the culvert which lately communicated between the said reservoir or timber pond and the River Thames and will not nor shall at any time during the said term hereby granted make or use or permit or suffer to be made or used any culvert or outlet for water from the said Railway basin into the River Thames or lower or cause or suffer to be lowered the water in the said railway basin without the consent of the Dock Master of the said Dock Company their successors or assigns for the time being and the said Railway Company for themselves their successors and assigns do hereby further covenant and agree with the said Dock Company their successors and assigns that the wharfage rates to be charged on goods laden and unladen in the said railway basin during the said term hereby granted shall not be less than the several rates mentioned in the Schedule hereunto annexed over and beyond the fair and customary charges for loading and unloading or such other rates as shall from time to time be agreed upon by and between the said Dock Company their successors or assigns and the said Railway Company their successors or assigns. And further that if the said Railway Company their successors or assigns should at any time or times deem it expedient to admit goods to be laden or unladen in the said Railway basin without payment of any wharfage dues or to accept annual or other composition or compositions from any person or persons using the said Railway basin in lieu of such wharfage dues they the said Railway Company their successors and assigns will and shall nevertheless account to the said Dock Company their successors or assigns for wharfage on all such goods at the aforesaid rates and in manner hereinafter mentioned. And further that the said railway company their successors and assigns will and shall during the said term of 999 years hereby granted keep a separate account of the gross particulars and amounts of the dues for wharfage in respect of the trade in the said railway basin which shall from time to time be received by the said Railway Company their successors or assigns or for which they shall be accountable as aforesaid and will and shall within seven days after the 30th day of June and 31st day of December in each year deliver unto the said Dock Company their successors or assigns a correct account of all goods loaded and unloaded therein during the last preceding period of six calendar months and of the wharfage rates and dues charged and payable thereon or which ought to be charged and payable thereon or accounted for as aforesaid at the aforesaid rates. And further that it shall be lawful for the said Dock Company their successors or assigns if they should think fit from time to time to appoint and keep a clerk at their own expense and costs to take and keep a check account of all the traffic and business in the said railway basin and the goods loaded and unloaded therein at the rates and dues charged or chargeable and payable thereon. And that they the said Railway Company their successors and assigns will and shall at all times during such original or extended term as aforesaid allow permit and afford to every such clerk free access to and inspection of all wharfs and offices books of account and documents necessary or convenient for enabling such clerk to keep such account. And the said Railway Company having expended the sum of £35,000 in and about the construction of the said railway basin erections and works it is hereby agreed and declared that out of the gross amount of the said dues for wharfage so to be accounted for as aforesaid the said Railway Company their successors or assigns shall deduct and retain for their own benefit the annual sum of £2,450 as and by way of compensation to the said Railway Company in respect of their outlay as aforesaid and as and by way of compensation for the maintenance repairs and working expenses of the said railway basin and works being a sum equal to £7 per cent. per annum on the amount of the said outlay and that the surplus of such wharfage receipts after paying the said sum of £2,450 shall be equally divided between the said Dock Company their successors or assigns and the said Railway Company their successors or assigns. Provided always and it is hereby further agreed and declared and the said Railway Company for themselves their successors and assigns do hereby further covenant and agree with the said Dock Company their successors and assigns that if the moiety of the said surplus wharfage receipts payable to the said Dock Company their successors or assigns should in any year after the 31st day of December 1850 fall short of £800 then and immediately on the expiration of every year in which the same shall happen they the said Railway Company their successors or assigns will or shall make up and pay the deficiency to the said Dock Company their successors or assigns and that as well such deficiency as the said moiety of the said surplus wharfage receipts shall be recoverable in the same manner as if the same were rent reserved by these presents and in arrear. And further that no goods shall at any time during the said original or extended term be shipped into or landed from the ships vessels or other craft in the said railway basin except goods which shall have been carried or shall be intended to be carried on the said railway and that in case any goods should be unloaded by the said Railway Company their successors or assigns from any ships vessels or craft in the said basin and not afterwards carried on the said railway the said Railway Company their successors or assigns will and shall forthwith account for and pay over to the said Dock Company their successors or assigns or warehouse rent which shall be received or charged by the said Railway Company their successors or assigns in respect thereof and the said Railway Company for themselves their successors and assigns do hereby further covenant with the said Dock Company their successors and assigns that they the said Railway Company their successors or assigns will or shall within one week after each 30th day of June and 31st day of December during the said term of 999 years hereby granted make out and deliver to the said Dock Company their successors or assigns a full true and particular statement and account in writing of the gross wharfage receipts from the trade in the said railway basin during the half-year ending on such day and also of all other wharfage dues and all warehouse rents and other monies (if any) for which the said Railway Company their successors or assigns shall be accountable to the said Dock Company their successors or assigns under or by virtue of these presents and will and shall within 30 days after the expiration of each such half-year respectively well and truly pay unto the said Dock Company their successors or assigns one equal half part or moiety of such receipts and dues after making the deductions aforesaid, and also the whole of such warehouse rents (if any) and all other monies included or which ought to be included in such account, and payable by the said Railway Company, their successors or assigns to the said Dock Company their successors or assigns clear of all deductions and abatements whatsoever. And that all wharfage dues incurred or accrued during such half-year shall be included in such account as receipts, it being the true intent and meaning of the said parties hereto that all losses by bad debts shall be borne exclusively by the said Railway Company, their successors or assigns, and, further, that they the said Railway Company will not, nor shall their successors or assigns, at any time during the term hereby granted erect or use on any part of the land or premises hereby demised any building or erection as or for a licensed or bonded warehouse or for general warehousing purposes, or use any part of the said land and premises

hereby demised or any warehouse, building, or erection thereon, for any other purpose than for the purposes of the said railway and the business of the Railway Company, their successors, or assigns in connection therewith, and, further, that they the said Railway Company, their successors or assigns, will and shall at any time hereafter on receiving notice from the said Dock Company, their successors or assigns, in writing requiring them so to do, and within twelve months from the date of such notice enclose, and during the residue then to come and unexpired of the said term of 999 years hereby granted, keep enclosed all the said land and premises hereby demised, with a brick wall to be erected on the said land hereby demised, to the height of eight feet at the least from the ground on either side. And also will and shall on the like notice and within the like time thereafter cover over and enclose the Poplar sewer, which is the northern boundary of the land hereby demised, or intended so to be, or so much of the said sewer as abuts upon or is included within the premises hereby demised with a brick arch of adequate size and construction and to the satisfaction of the Commissioners of Sewers, and durng the residue then to come, and unexpired of the said term hereby granted maintain, uphold, and repair the said wall and brick arch at the costs of the said Railway Company. Provided always that such wall may include the land conveyed to the said Railway Company by the said Indenture of even date herewith and further that they the said Railway Company will not nor shall their successors or assigns or under-tenants at any time hereafter during the continuance of the term hereby granted do or wilfully or knowingly suffer to be done any act matter or thing on or in connection with any of the lands and premises intended to be hereby demised or otherwise in relation to the premises in contravention of the laws for the protection of the revenue or any other act matter or thing whatsoever which shall or may endanger the property or privileges of the said Dock Company their successors or assigns or render the same Company their successors or assigns or any of their property or privileges liable to any penalty forfeiture or loss. And further that they the said Railway Company will not nor shall their successors or assigns at any time hereafter during the continuance of the term hereby granted suffer to be erected or used on any part of the said land and premises intended to be hereby demised any engine furnace or work that may in any wise endanger the safety of the docks wharfs or warehouses of the said Dock Company their successors or assigns or any of them or any vessels craft or goods within the same or render the same respectively liable to be injured by fire. And further that they the said Railway Company will not nor shall their successors or assigns at any time during the said term of 999 years hereby granted without the consent of the said Dock Company their successors or assigns establish seek access to or use any other wharf dock or basin than the said Railway basin for the shipping or unloading of goods within one mile of any of the docks or basins of the said Dock Company or make any direct communication from the said railway basin to the River Thames. Provided always that these restrictions shall not apply to the Lea Cut further or otherwise than by restraining the said Railway Company their successors and assigns from making or using any dock on the Lea Cut at or near the entrance to the River Thames. Provided also that it shall be lawful for the said Railway Company their successors and assigns to allow and permit any now existing railways having waterside premises to run into the said North London Railway but the said Railway Company their successors or assigns shall not thereby seek or use any communication with any wharf dock or basin within the limits aforesaid and shall not directly or indirectly participate in the profit to be derived from any such wharf dock or basin or from the loading or unloading landing or shipping of goods thereat. And further that they the said Railway Company their successors and assigns will and shall from time to time and at all times hereafter during the said term hereby granted at their own proper costs and charges well and sufficiently amend repair maintain uphold cleanse and keep in good repair order and condition the said railway basin and canal or lock and communications with the fittings and works connected therewith and all and singular the wharfs buildings gates doors walls railings fences and all other works erections and fixtures and all sewers watercourses and drains which now are on or at any time hereafter during the said term hereby granted shall or may be erected built set up fixed or made or be upon or in any part of the said lands and premises intended to be hereby demised and also all and every other parts and part of the said demised lands and premises in all respects matters and things whatsoever and the said lands hereditaments and premises intended to be hereby demised together with all buildings gates doors walls railing fences and other works and erections thereon and fixtures thereto and all watercourses and drains therein or thereon so amended repaired sustained upheld cleansed and kept will and shall at the expiration or other sooner determination of the said term hereby granted peaceably and quietly yield and deliver up unto the said Dock Company their successors or assigns. Provided always and it is hereby agreed and declared by and between the said parties hereto and the said Railway Company for themselves their successors and assigns do hereby covenant successors or assigns the yearly rent of £1,200 hereinand assigns That if the said Railway Company their successors or assigns should not well and truly pay or cause to be paid into the said Dock Company their successors or assigns the yearly rent of £1,200 hereinbefore reserved and also the moiety of surplus wharfage receipts or dues and all other the monies hereinbefore covenanted and agreed to be paid by the said Railway Company their successors or assigns to the said Dock Company their successors or assigns and every part of the said rent and monies respectively from time to time when and as the same respectively shall become due and payable or within six calendar months after the respective days or times whereon the same ought to be paid under or by virtue and in accordance with the true intent and meaning of these presents or of the said Indenture of even date herewith (as the case may be) or if the said Railway Company their successors or assigns should not fully truly and faithfully and according to the true intent and meaning of these presents observe perform fulfil and keep all and singular the covenants conditions and agreements hereinbefore contained and on their part to be observed performed fulfilled and kept. Then and in any of the said cases and at any time thereafter during the continuance of the term hereby granted it shall and may be lawful for the said Dock Company their successors or assigns or their agents or agent into and upon the said lands and premises hereby demised or into or upon any part or parts thereof in the name of the whole wholly to re-enter and the same with all erections thereon and improvements thereon and all fixtures of the freehold thereof to have again re-possess and enjoy as in their former estate and the said Railway Company their successors or assigns and all tenants and occupiers of the same lands and premises or any part thereof thereout and from thence utterly to expel and eject anything herein contained to the contrary thereof notwithstanding. Provided also and it is hereby further agreed and declared that in case default should be made by the said Railway Company their successors or assigns in the payment of all or any part or parts of the said rent moiety of wharfage rents or dues and other monies respectively reserved and made payable in and by these presents at the respective days or times hereinbefore appointed for the payment thereof respectively then and in such case and as often as the same shall happen although no previous demand shall have been made for such rents or monies respectively or for so much or such part or parts thereof respectively as shall for the time being be due it shall be lawful for the said Dock Company their successors or assigns or their agents or agent to enter into and upon the lands and premises hereby demised and also into and upon the said lands conveyed by the said indenture of even date herewith or into or upon either or any part or parts of the said respective lands and hereditaments and to seize and distrain all or any of such plant, fixtures, machinery, engines, goods, chattels, effects, and things as shall be found upon, in, or about the said respective lands and hereditaments, whether the same be moveable goods and chattels, or be fixtures to the freehold or in the nature of fixtures to the freehold. And such distress and distresses then and there found and taken to detain, manage, sell, and dispose of in such and the like manner as landlords may take and deal with ordinary distresses for rent in arrear reserved upon leases for years. To the intent that the said rent and other monies or the part of parts thereof for the time being due and all costs and

Appendix. 29th Day. No. 14—continued.

expenses to be incurred by reason of the non-payment thereof at the time or respective times when the same ought to have been paid may be fully recovered satisfied and discharged (the surplus if any of the monies arising by the means aforesaid and remaining after such satisfaction and discharge as aforesaid being rendered to the said railway company their successors or assigns). Provided always and it is hereby expressly agreed and declared between and by the said parties hereto that the powers of entry, seizure, and distress hereinbefore expressly given as aforesaid shall not nor shall any of the powers and remedies given by an Indenture of even date herewith, which is referred to by the above recited Indenture of Conveyance of even date herewith be construed or taken to exclude, impair, or prejudice the rights and remedies by distress or otherwise to which the said dock company, their successors or assigns, would have been entitled for recovering payment of the said rent and other sums of money or any of them or any part or parts thereof in case no such powers had been inserted in these presents or in such Indenture of even date herewith the true intent and meaning of these presents and of the said Indenture of even date herewith being that the said powers expressly given by these presents and by the said Indenture of even date herewith respectively shall be and be considered as cumulative upon and in addition to the powers of distress and other the remedies which the said dock company their successors or assigns would otherwise be entitled to. Provided always and it is hereby agreed and declared between and by the said parties hereto that the said railway company, their successors and assigns, shall have the exclusive control of the vessels in the said railway basin, and the said dock company, their successors and assigns, shall have the exclusive control of the vessels in the Blackwall basin and the canal or lock leading therefrom into the said railway basin and the gates thereof and the bridge over the same, and shall regulate and conduct the passage of all vessels through the said canal or lock. And further that the said railway company, their successors or assigns, shall pay the establishment necessary for superintending the vessels in the said railway basin. And the said dock company, their successors and assigns, shall pay the establishment employed in docking the vessels and in transporting the same through the said canal or lock, and the said dock company, their successors and assigns, shall take and receive for their own exclusive benefit, the usual docking rates on all vessels entering their docks, locks, or basins for the purposes of going into the said railway basin. And the said dock company do hereby for themselves, their successors and assigns, covenant and agree with the said railway company, their successors and assigns, that they, the said railway company, their successors and assigns, duly paying the said rent moiety of surplus wharfage receipts or dues and other sums of money hereby respectively reserved and made payable, and observing, performing, fulfilling, and keeping all and singular the covenants, clauses, provisions, conditions, and agreements herein contained, and which on the part of the said railway company, their successors and assigns, are or ought to be respectively paid, observed, performed, fulfilled and kept, shall and lawfully may, peaceably and quietly, have, hold, use, occupy, possess and enjoy, during the term hereby granted, all and singular the said hereby demised lands and premises with the appurtenances and the liberties, licenses, powers and authorities hereinbefore granted, without any let, suit, hindrance, trouble, eviction, disturbance, claim or demand whatsoever of or by the said dock company, their successors or assigns, or any person or persons whomsoever rightfully claiming or to claim by, from, through, under, or in trust for them. And further, that they, the said dock company, their successors and assigns will and shall at all times during the said term hereby granted, give and afford every facility and accommodation for the ready admission and exit of craft and vessels to and from the said railway basin and the River Thames. In Witness whereof the said East and West India Dock Company and the said railway company have hereunto caused their respective common seals to be affixed the day and year first above written.

THE SCHEDULE ABOVE REFERRED TO

WHARFAGE RATES

	Per Tonnage of 20 Cwt. £	s.	d.
FIRST CLASS			
Bricks Chalk Stones Culm Coke Cinder Flintstones Lime Lumber Stone Splint Slate Tiles Guano	0	0	4
SECOND CLASS			
Coals	0	0	2
THIRD CLASS			
Anchor Alum Ashes Ale Anchor Stock Apples Barley Beans Beer Bran Battens Butt Staves Barrel boards or staves Boards Barilla Pipe or Puncheon entire or in staves Beans Brass Copper Cider Candles Deals Earthenware Elm Planks Flour Fagots Firewood Hogshead packed with Goods Iron Laths Lathwood Lead Meal or Midlings Mahogany Masts Mill stones Malt Mustard seed Molasses Marble Oil Cakes Oil Oats Oak Planks Oatmeal Pale Cleft Planks Posts Pears Pitch Peas Porter Perry Pollard Rails Rye Salt Spars Seeds of every denomination Solder Staves Soap Tares Tallow Tar Treacle Timber Vinegar Wheat	0	0	6
FOURTH CLASS			
Anchovies Ale in Bottles Asparagus Beef Bolt of Canvas every other Bolt Bacon Butter empty Bottles Bale or Box of Goods Biscuits Bottles full in Hampers Seaman's Bedding Currants Coffee Cider in bottles Case or Chests Codfish Cordage Clover seed Cottons Colors Fish Hops Hams Red Herrings Hoops Hurdles Hemp Hides Iron Pots Kelp Leather Lemons Mustard Nuts Nails Oil in bottles Pieces of Brass or Iron Ordnance Tar Oil Pork Potatoes Parcel of Goods Porter and Perry in bottles Pewter Plums Raisins Loaf Sugar Raw Sugar Stoves Spirits in bottles Salmon Soap Starch Shot Saltfish Skins of Goats Dogs Calves Sheep or Lambs Shrimps Baskets Tongues Turbot Truss of Goods Trunk Portmanteau or Bundle Vats packed with Goods Wool Wine Sweet Oil or Spirits contained in any Butt Pipe Puncheon or Cask Yam	0	0	9
FIFTH CLASS			
Carboys Cabbages Carrots Fruits Feathers Glass in Crates Gunpowder Garden stuff Hay Oysters Leeks Onions Grates Snuff Straw Tea Tobacco Fowls Poultry and Game	0	1	0
For every Person who shall land or embark at the wharf	0	0	2
For every Horse or Mule	0	1	6
,, Cattle	0	0	6
,, Sheep Lambs Pigs or Dogs	0	0	1
,, Calves	0	0	2
,, One horse Carriages	0	1	6
,, Two ,, ,,	0	4	0

THIS INDENTURE, made the Ninth day of June, One thousand eight hundred and sixty-eight, between the East and West India Dock Company (hereinafter called the Dock Company) of the one part and the North London Railway Company (hereinafter called the Railway Company) of the other part.

Whereas, the piece or parcel of land and hereditaments hereinafter described or mentioned and intended to be hereby demised, is authorised to be taken by the Railway Company under the powers and for the purposes of the "North London Railway (Additional Powers) Act, 1864," and upon the treaty for the purchase of other hereditaments belonging to the Dock Company which are also authorised to be taken by the Railway Company for purposes of the said Act, it was agreed that the same piece or parcel of land and hereditaments should be demised to the said Railway Company in lieu of their acquiring the fee simple thereof for the

term hereinafter mentioned, and so as far as practicable from the day of the date of these presents to form part of the hereditaments demised by the within written Indenture of Lease. Now this Indenture witnesseth that in pursuance of the said agreement, and in consideration of the sum of 10s. to the Dock Company paid by the Railway Company immediately before the execution of these presents The Dock Company do by these presents grant demise and lease unto the Railway Company their successors and assigns all that piece or parcel of land containing by admeasurement six hundred and seventy square yards or thereabouts lying next or adjoining to the south side of the hereditaments granted and demised by the within written Indenture and shown on the plan drawn in the margin of these presents and thereon coloured pink and numbered on the same plan and on the map or plan deposited or referred to in the said North London Railway (Additional Powers) Act 1864 and in the book of reference to the same map or plan 42 To have and to hold the said piece or parcel of land hereditaments and premises hereinbefore granted and demised or intended so to be with the appurtenances unto the Railway Company their successors and assigns for the term of nine hundred and ninety nine years to be computed from the First day of July One thousand eight hundred and fifty and thence next ensuing and fully to be complete and ended Yielding and paying therefor yearly and every year during the said term hereby granted unto the Dock Company their successors or assigns the yearly rent of one peppercorn if demanded And it is hereby covenanted agreed and declared by and between the said parties hereto that all and singular the covenants clauses and agreements in the within written Indenture expressed declared and contained as well on the part of the Railway Company as of the Dock Company shall as and from the day of the date of these presents be applicable and extend to the said piece or parcel of land and hereditaments intended to be hereby demised so far as the same can be respectively held to relate thereto in the same manner and as fully and effectually in all respects as if the said piece or parcel of land intended to be hereby demised had been included in and demised by the within written Indenture In witness whereof the said East and West India Dock Company and the said Railway Company have hereunto caused their respective Common Seals to be affixed the day and year first above written.

Appendix.
29th Day, No 15.

15.—Copy of Three Accounts rendered by the London and India Docks Company in respect of Charges on Coffee.

(*Handed in by Mr. Thomas Hardy on the Twenty-ninth Day. See Question 11669.*)

ondon Dock, 4576.

(8) Department.

Ledger 9, Fo. 47.

Dr. to the London & India Docks Company.

Five pounds, eight shillings, threepence.

190 .			£ s. d.
	Ex Caledonia. Rotation No. 1901/1721.		
	Covrg. Cotee Kadoo. 91 bags coffee. *c.* 151.3 gross.		
	Consolidated rate at 8½d. per cwt. gross		5 7 6
	Sorting and lotting at 1¼d. each		0 9 6
			5 17 11
	Less 7½ per cent.		0 8 9
		£	5 8 3

Exd.
Entd. H. W. H.

London Dock, 4580.

(8) No. 10 Department.

Ledger 9, Fo. 52.

Dr. to the London & India Docks Company.

Two pounds, eleven shillings, elevenpence.

190 ,			£ s. d.
	Ex Caledonia. Rotation No. 1901/1721.		
	Alagaishwara. McD. Mysore. 47 bags coffee. *c.* 72.0.21 gross.		
	Consolidated rate at 8½d. per cwt. gross		2 11 2
	Sorting and lotting at 1¼d. each		0 4 11
			2 16 1
	Less 7½ per cent.		0 4 2
		£	2 11 11

Exd
Entd. H. W. H.

London Dock, 8618.

(8) No. 10 Department.

Ledger 8, Fo. 167.

Dr. to the London & India Docks Company.

Five pounds, eight shillings, eightpence.

190 .			£ s. d.
	Ex Clan Macfadyen. Rotation No. 1901/2545.		
	Hope. W. P. C. 1/97. 97 bags coffee. *c.* 151.2.9 gross.		
	Consolidated rate at 8½d. per cwt. gross		5 7 4
	Sorting and lotting at 1¼d. each		0 10 1
			5 17 5
	Less 7½ per cent.		0 8 9
		£	5 8 8

Exd
Entd. H. W H.

APPENDICES.

Appendix
31st Day
No. 1.

THIRTY-FIRST DAY.

1. EXTRACT from the MINUTES of PROCEEDINGS at a Meeting of the Conservators of the River Thames, on the 22nd June 1896.

(*Handed in by Mr. Claude Baggallay, K.C., on the Thirty-first Day. See Question 11814.*)

At a meeting of the Conservators of the River Thames, held at the Conservancy Office, Victoria Embankment, on Monday, the 22nd Day of June 1896.

PRESENT:

Sir F. D. DIXON-HARTLAND, Bart., M.P. (in the Chair).

E. E. Ashby, Esq.
Captain J. B. Atkins.
S. E. Bates, Esq.
Vice-Admiral G. S. Bosanquet.
R. Buckell, Esq.
Rear-Admiral H. F. Cleveland
C. F. Cory-Wright, Esq.
F. Cox, Esq.
J. Darell-Blount, Esq.
A. F. Elmslie, Esq.
A. Gilbey, Esq.
W. W. Glenny, Esq.
R. Grey, Esq.
Mr. Alderman Halse.
T. F. Halsey, Esq., M.P.
Sir R. Hanson, Bart., M.P.
C. Harrison, Esq., M.P.
T. H. W. Idris, Esq.
G. W. Kidd, Esq.
Sir Stuart Knill, Bart.
J. McDougall, Esq.
W. B. Monck, Esq.
G. B. Paul, Esq.
W. H. C. Payne, Esq.
H. W. Russell, Esq.
Mr. Alderman Samuel.
W. C. Steadman, Esq.
R. Strong, Esq.
F. Tendron, Esq.
Sir C. Cecil Trevor, C.B.
S. Williams, Esq.

* * * * * * *

4. The report of the Lower River and General Purposes Committee of the 17th June was presented.

Resolved that the report be received.

On the motion to adopt recommendation 1 (a), an amendment was moved by Mr. Harrison and seconded by Mr. Steadman, that having regard to the representations mentioned in the report as made to the Commission by the London Association of Shipowners and Brokers, who are stated in the report to practically represent almost the whole of the large steam vessels trading to and from the Port of London, and to the representations of the agents of the shipowners representing the most important lines of steamers trading to various parts of the world as to the necessity of a navigable channel of a depth of about 30 feet, suitable for vessels of the largest draught, at least up to Gravesend, and to the concurrence expressed in paragraph 35 of their report by the Commissioners in that scheme, and in the views of the shipowners, and to the findings of the Commission in paragraph 37 of the report that the present channel might be easily and cheaply deepened to the extent of providing a channel sufficient for the passage of the largest vessels trading to the Port of London at all states of the tide, and that such improvement could be maintained at comparatively small expense, this Board is of opinion that the channel up to Gravesend should be of a navigable depth of about 30 feet, and that any lesser depth will not satisfy the requirements of so important a port as London.

On a show of hands three voted for the amendment and 25 against it.

At the request of Mr. Harrison, supported by Mr. Paul and Mr. Bates, the Board divided as follows:

For the Amendment, 3.	Against the Amendment, 25.	
Mr. Harrison.	The Chairman.	Mr. Alderman Halse.
Mr. Idris.	Mr. Ashby.	Mr. Halsey.
Mr. Steadman.	Captain Atkins.	Sir R. Hanson, Bart.
	Mr. Bates.	Mr. Kidd.
	Admiral Bosanquet.	Sir S. Knill, Bart.
	Admiral Cleveland	Mr. McDougall.
	Mr. Cory-Wright.	Mr. Paul.
	Mr. Cox.	Mr. Payne.
	Mr. Darell-Blount.	Mr. Russell.
	Mr. Elmslie.	Mr. Alderman Samuel.
	Mr. Gilbey.	Sir C. Cecil Trevor.
	Mr. Glenny.	Mr. Williams.
	Mr. Grey.	

Mr. Strong did not vote.

The amendment was declared to be lost.

An amendment was moved by Mr. McDougall, and seconded by Mr. Strong, that the words "as a first" be substituted for the words "the modified," in line 1 of the recommendation 1 (a), and that the words "suggested in," in line 2 be omitted, so that the first part of the recommendation shall read as follow:—

> "The Committee recommend that the Conservators adopt as a first scheme the engineer's report for widening and deepening the channel of the river. . . ."

On a show of hands the amendment was declared to be lost.

An amendment was moved by Mr. Paul, and seconded by Mr. Bates, that the following words be omitted from the recommendation:—"Modified," in line 1, and "suggested," in line 2.

On a show of hands the amendment was declared to be carried.

Resolved accordingly.

Resolved that recommendation 1 (a) as thus amended be agreed to.

Resolved that recommendation 1 (b) be agreed to.

On the motion to adopt paragraph 1 (c), it was moved by Mr. McDougall, seconded by Mr. Kidd, and agreed, that all the words after the words "recommendation (a)," in line 2 of the paragraph, be omitted.

Resolved accordingly.

Appendix. 31st Day, No. 1—continued.

Resolved that paragraph 1 (c), as thus amended, be adopted.

On the motion to adopt paragraph 1 (d), an amendment was moved by Mr. Harrison that a competent marine surveyor be immediately and constantly employed by the Board to sound and chart the Thames from the Nore upwards, as recommended in paragraph 52 of the Commissioners' report.

The amendment was not seconded.

Paragraph 1 (d) was then adopted.

Resolved accordingly.

REPORT of the Lower River and General Purposes Committee of the 7th June 1896.

PRESENT:

Sir F. D. DIXON-HARTLAND, Bart., M.P. (in the Chair).

Captain J. B. Atkins.
S. E. Bates, Esq.
Vice-Admiral G. S. Bosanquet.
Rear-Admiral H. F. Cleveland.
A. F. Elmslie, Esq.
W. W. Glenny, Esq.
C. Harrison, Esq., M.P.
G. W. Kidd, Esq.
Sir Stuart Knill, Bart.
J. McDougall, Esq.
G. B. Paul, Esq.
W. H. C. Payne, Esq.
Mr. Alderman Samuel.
Captain C. G. Weller.
S. Williams, Esq.

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1. The Committee report that they have considered the recommendations contained in the report of the Lower Thames Navigation Commission appointed under Section 189 of the Thames Conservancy Act, 1894, and the report of the Engineer of the 6th May thereon.

(*a*) The Committee recommend that the Conservators adopt the **modified* scheme **suggested* in the Engineer's report for widening and deepening the channel of the river, as follows:—

From the Nore to Gravesend, 1,000 feet in width, by 26 feet deep.

From Gravesend to Crayford Ness, 1,000 feet in width, by 24 feet deep.

From Crayford Ness to the Albert Docks, 500 feet in width, by 22 feet deep.

From the Albert Docks to the Millwall Docks, 300 feet in width, by 18 feet deep.

(*b*) The Committee further recommend that the Conservators concur in the recommendation contained in paragraph 41 of the Commissioners' report that the practice of depositing dredgings in Dead Man's Hole shall be stopped as soon as possible, and that the Engineer be instructed to enquire into the whole question of the deposit of dredged material and report thereon, with a view of some other locality being selected for the purpose from which the material cannot find its way into any navigable channel.

(*c*) The Committee have instructed the Engineer to report as to carrying into effect the recommendation (*a*) †*and in the meantime to provisionally continue the present method of disposing of the material dredged from the river.*

(*d*) The Committee will bring up a further report as to the recommendations contained in paragraphs 52 and 54 of the Commissioners' report.

*Italicised words amended by Board, June 22nd.

†Italicised words amended by Board, June 22nd.

MISCELLANEOUS APPENDICES.

Miscellaneous Appendix.

No. 1.

MISCELLANEOUS APPENDICES.

1. PREFACE to the five following RETURNS supplied by the BOARD OF TRADE.

THE various tonnages given of vessels on the register at the different ten yearly dates do not accurately compare owing to the changes made at different times in the rules affecting tonnage admeasurement.

The most important of these changes was made under Act 5 & 6 Will. IV., c. 56.

Previous to the passing of that Act the length and breadth only of a ship were taken, the depth being assumed to be one-half the breadth of the vessel; the Act directed that in future both the depth as well as length and breadth should be measured.

The Act took effect in 1836. As, however, ships at that time on the register were exempted from re-admeasurement, a large part of the tonnage on the register in the year 1840 must necessarily have been ascertained under the previously existing conditions. Other changes in the method of tonnage admeasurement have also been made since 1836, these changes chiefly affecting the amount of allowance to be made for crew space; and, in the case of steamers, for the deductions to be allowed from the gross tonnage for engine space and coal bunkers. The effect of such alterations has been gradual only, as at no given date has the tonnage of all the ships forming the mercantile fleet of the United Kingdom been revised.

A comparison of the tonnage on the register in earlier years with that of later years is probably also affected by the exemption granted to vessels under 15 tons employed in the coasting trade. Such exemption was granted by the Merchant Shipping Acts of 1854 and 1894, though the effect is probably minimised by the fact that many vessels of this class were in all probability unregistered, even before exemption was granted to them by the law.

The "Ports" for which statistics of shipping are given are "Customs Ports," or, to speak more correctly, "Customs Districts." These "Districts" are generally more extensive than the geographical ports of the same name. The limits, moreover, of the "Customs Ports" are liable to be arbitrarily altered from time to time.

Where a change has been made which has caused appreciable alteration in the statistics of a port, a corresponding alteration has also been made in order that the returns may refer to the same district as ar as possible all through, and the fact has been stated in a footnote.

Some portion of the increase in the number and tonnage of vessels entered in the coasting trade subsequent to the year 1870 is due to the fact that vessels engaged in the carriage of rough goods (ashes, bricks, stone, bavins, and similar rough goods) which are by law exempt from the coasting regulations are included in 1873 and subsequent years, having been omitted from the returns prior to that date. No returns exist of vessels engaged in the coasting trade which entered in ballast prior to the vear 1873, and consequently the tonnage of such vessels is not shown in the tables for the years 1860 and 1870.

With a few exceptions all vessels which entered at the ports are included in the Board of Trade Returns of Shipping, whether they used or did not use the docks at the ports of entry. On the other hand, the dock returns only include such vessels as entered the docks. The Board of Trade returns, in consequence, show in some cases a larger number of vessels entered than do the dock returns.

The exceptions to which reference has been made above are as follows:—

In the case of vessels engaged in the foreign trade which have discharged cargo at more than one port, such ships are included in the Board of Trade returns as entering at the first port at which they discharged cargo, and not at the second or any subsequent port of the voyage; whereas if the vessels have used the docks at two or more ports they are included in the dock returns for all such ports. From this cause the dock returns for some ports may show a larger number of vessels entered than do the Board of Trade returns.

Statistics of the vessels engaged in the foreign trade furnish a better basis for comparing the shipping business of a port at different periods, as also generally of the business at different ports, than do the statistics of vessels engaged in the coasting trade, owing to the changes noticed above, which have been made from time to time in the Customs regulations affecting the coasting trade, and to the difficulty which exists of defining a coasting voyage.

There is also the fact that the returns of coasters are probably not so accurate as those relating to vessels engaged in the foreign trade, owing to the comparative freedom from official inspection with which the coasting trade is allowed to be carried on.

Miscellaneous Appendix No. 2.

2. TABLE showing the NUMBER and TONNAGE of VESSELS, REGISTERED under MERCHANT SHIPPING ACTS, belonging to the UNITED KINGDOM on 31st December of each of the undermentioned Years, and NUMBER and TONNAGE of such VESSELS belonging to LONDON and LIVERPOOL, respectively, on the same dates.

(*a*) ALL VESSELS.

YEARS.	United Kingdom.	London.	Liverpool.
	Number of Vessels.		
1840	21,983	2,955	1,133
1850	25,138	3,052	1,808
1860	26,764	2,943	2,451
1870	25,643	2,911	2,611
1880	24,604	2,730	2,491
1890	21,233	2,617	2,319
1899	19,942	2,877	2,085
	Tonnage of Vessels.		
1840	2,724,107	619,920	269,176
1850	3,504,944	671,293	514,635
1860	4,586,742	869,591	1,001,608
1870	5,617,693	1,068,687	1,437,373
1880	6,519,772	1,120,359	1,554,871
1890	7,945,071	1,405,931	1,923,439
1899	9,137,949	1,639,185	2,213,007

(*b*) SAILING VESSELS.

	Number of Sailing Vessels.		
1840	21,215	† (2,838)	1,081
1850	23,960	2,719	1,715
1860	24,776	2,416	2,228
1870	22,475	2,221	2,155
1880	19,369	1,693	1,824
1890	13,852	1,166	1,352
1899	10,945	1,226	1,060
	Tonnage of Sailing Vessels.		
1840	2,636,568	† (582,460)	263,407
1850	3,337,732	603,377	503,224
1860	4,134,390	680,392	933,723
1870	4,506,318	774,531	1,156,566
1880	3,799,221	540,734	999,809
1890	2,907,405	334,078	916,726
1899	2,225,532	234,864	681,974

Note.—Fishing Boats registered only under the Sea Fisheries Acts, 1868, or Part IV. of the Merchant Shipping Act, 1894, are not included in the above Table. The sections of the Sea Fisheries Act, 1868, under which Fishing Boats were registered, were repealed by and re-enacted in the Merchant Shipping Act, 1894.

† 1841.

Miscellaneous Appendix.

No. 2 —continued.

2. TABLE showing the Number and Tonnage of Vessels, Registered under Merchant Shipping Acts, belonging to the United Kingdom on 31st December of each of the undermentioned Years, and Number and Tonnage of such Vessels belonging to London and Liverpool, respectively, on the same dates—*continued.*

(*c*) STEAM VESSELS.

YEARS.	United Kingdom.	London.	Liverpool.
	Number of Steam Vessels.		
1840	768	† 220)	52
1850	1,178	333	93
1860	1,988	527	223
1870	3,168	690	456
1880	5,235	1,037	667
1890	7,381	1,451	967
1899	8,997	1,651	1,025
	Tonnage of Steam Vessels.		
1840	87,539	† (37,257)	5,769
1850	167,212	67,916	11,411
1860	452,352	189,199	67,885
1870	1,111,375	294,156	280,807
1880	2,720,551	579,625	555,062
1890	5,037,666	1,071,853	1,006,713
1899	6,912,417	1,404,321	1,531,033

Note.—Fishing boats registered only under the Sea Fisheries Act, 1868, or Part IV. of the Merchant Shipping Act, 1894, are not included in the above Table. The sections of the Sea Fisheries Act, 1868, under which fishing boats were registered, were repealed by and re-enacted in the Merchant Shipping Act, 1894.

† 1841.

3. TABLE showing the NUMBER and TONNAGE of VESSELS (distinguishing SAILING and STEAM) registered under Part I. of the Merchant Shipping Act, 1894, belonging to the UNITED KINGDOM and to LONDON and LIVERPOOL, respectively, on 31st December 1899, classified according to their Tonnage.

	United Kingdom.		London.		Liverpool.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Sailing Vessels.						
Under 500 tons	9,867	587,235	1,106	66,191	672	53,210
Above 500 and under 1,000 tons	201	158,216	32	22,761	58	46,294
Above 1,000 and under 2,000 tons	684	1,030,641	71	107,269	246	379,065
Above 2,000 and under 3,000 tons	188	433,499	17	38,643	80	190,542
Above 3,000 and under 5,000 tons	5	15,941	—	—	4	12,863
Above 5,000 and under 10,000 tons	—	—	—	—	—	—
Above 10,000 tons and upwards	—	—	—	—	—	—
Total	10,945	2,225,532	1,226	234,864	1,060	681,974
Steam Vessels.						
Under 500 tons	5,282	505,664	832	88,897	385	37,843
Above 500 and under 1,000 tons	824	605,689	177	130,723	67	50,308
Above 1,000 and under 2,000 tons	1,767	2,648,293	447	672,842	214	324,037
Above 2,000 and under 3,000 tons	802	1,907,661	149	350,169	214	517,711
Above 3,000 and under 5,000 tons	292	1,060,725	44	151,522	121	451,078
Above 5,000 and under 10,000 tons	30	184,385	2	10,168	24	150,056
Above 10,000 tons and upwards	—	—	—	—	—	—
Total	8,997	6,912,417	1,651	1,404,321	1,025	1,531,033
Total.						
Under 500 tons	15,149	1,092,899	1,938	155,088	1,057	91,053
Above 500 and under 1,000 tons	1,025	763,905	209	153,484	125	96,602
Above 1,000 and under 2,000 tons	2,451	3,678,934	518	780,111	460	703,102
Above 2,000 and under 3,000 tons	990	2,341,160	166	388,812	294	708,253
Above 3,000 and under 5,000 tons	297	1,076,666	44	151,522	125	463,94-
Above 5,000 and under 10,000 tons	30	184,385	2	10,168	24	150,056
Above 10 000 tons and upwards	—	—	—	—	—	-
Total	19,942	9,137.949	2,877	1,639,185	2,085	2,213,007

Miscellaneous Appendix.

No 4.

4. TABLE showing the NUMBER and TONNAGE of STEAM VESSELS, registered under the MERCHANT SHIPPING ACTS, belonging to the UNITED KINGDOM, classified according to their Tonnage, that were Employed some time during the Year in each of the undermentioned Years.

(Vessels employed on Rivers and in Inland Navigation are not included.)

	1860.	1870.	1880.	1890.	1899.
	Number of Steam Vessels.				
Under 500 tons - - - - -	714	1,472	1,710	2,254	3,324
Above 500 and under 1,000 tons -	118	495	1,119	1,268	890
„ 1,000 „ 2,000 „	92	240	815	1,898	1,915
„ 2,000 „ 3,000 „	4	28	131	370	827
„ 3,000 „ 5,000 „	—	1	10	51	291
„ 5,000 „ 10,000 „	—	—	—	2	30
10,000 tons and upwards - -	1	1	—	—	—
TOTAL - - -	929	2,237	3,785	5,843	7,277
	Tonnage of Steam Vessels.				
Under 500 tons - - - - -	176,002	283,146	339,217	363,849	391,599
Above 500 and uneer 1,000 tons	85,197	343,033	827,699	961,315	656,382
„ 1,000 „ 2,000 „	116,428	332,564	1,085,747	2,633,674	2,862,912
„ 2,000 „ 3,000 „	8,524	64,394	308,633	880,759	1,969,674
„ 3,000 „ 5,000 „	—	3,380	32,551	170,292	1,058,779
„ 5,000 „ 10,000 „	—	—	—	11,320	184,385
10,000 tons and upwards - -	13,343	13,343	—	—	—
TOTAL - - -	399,494	1,039,860	2,593,847	5,021,209	7,123,731

Note.—Fishing boats registered only under the Sea Fisheries Act, 1868, or Part IV. of the Merchant Shipping Act, 1894, are not included in the above Table. The sections of the Sea Fisheries Act, 1868, under which fishing boats were registered, were repealed by and re-enacted in the Merchant Shipping 1894.

5. TABLE showing the TONNAGE of BRITISH and FOREIGN SAILING and STEAM VESSELS, including their repeated VOYAGES, that ENTERED with CARGOES and in BALLAST in the FOREIGN and COASTING TRADES respectively, at all PORTS in the UNITED KINGDOM, and at the undermentioned Ports, during each of the Years 1860, 1870, 1880, 1890, and 1899.

YEARS.	Foreign Trade.			Coasting Trade.*			Total Foreign and Coasting Trades.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
	ALL PORTS.						
1860	10,054,981	2,117,804	12,172,785	17,003,411	Cannot be given.	—	—
1870	14,910,742	3,202,622	18,113,364	18,300,275	- ditto -	—	—
1880	23,993,280	5,080,275	29,073,555	26,022,549	14,051,693	40,074,242	69,147,797
1890	28,978,992	7,856,720	36,835,712	28,600,223	19,138,389	47,738,612	84,574,324
1899	36,225,876	12,650,042	48,875,918	31,010,244	25,302,342	56,312,586	105,188,504
	LONDON.†§						
1860	2,957,082	24,328	2,981,410	3,154,561	Cannot be given.	—	—
1870	4,031,263	58,103	4,089,366	2,849,872	- ditto -	—	—
1880	5,819,950	150,391	5,970,341	4,258,628	225,202	4,483,830	10,454,171
1890	7,532,174	176,531	7,708,705	5,075,253	357,497	5,432,750	13,141,455
1899	9,244,593	193,357	9,437,950	5,438,378‡	511,900‡	5,950,278‡	15,388,228‡
	LIVERPOOL.§						
1860	2,749,388	24,051	2,773,439	1,493,067	Cannot be given.	—	—
1870	3,392,253	24,680	3,416,933	1,601,658	- ditto -	—	—
1880	4,859,910	53,414	4,913,324	2,026,621	305,282	2,331,903	7,245,227
1890	5,656,392	125,959	5,782,351	2,034,568	591,459	2,626,027	8,408,378
1899	6,050,712	101,475	6,152,187	2,233,062	1,083,866	3,315,928	9,468,115
	BEAUMARIS.						
1860	- Cannot be given -		9,808	269,538	Cannot be given.	—	—
1870	- ditto -	- ditto -	3,055	361,512	- ditto -	—	—
1880	5,474	88	5,562	666,650	435,924	1,102,574	1,108,136
1890	11,668	828	12,496	521,589	682,234	1,203,823	1,216,319
1899	11,999	863	12,862	479,997	892,594	1,372,591	1,385,453

* Prior to 1873 vessels employed in the conveyance of articles exempt from coast regulations (ashes, bricks, stone, and such like rough goods) are not included in the returns of the Coasting Trade. From that time such vessels are included in the returns.

† Including Queenborough in 1890 and 1899. In the previous years Queenborough was included in Rochester.

‡ Since 1st April, 1898, vessels trading between places situated within the Estuary of the Thames westward of a line drawn from Reculver Towers to Colne Point, ceased to be officially considered as engaged in the Coasting Trade, and have been omitted from the coasting returns from that date.

§ The tonnage of sailing and of steam vessels is shown separately in Table V.

Miscellaneous Appendix.

No. 5 —continued

5. TABLE showing the Tonnage of British and Foreign Sailing and Steam Vessels, including their repeated Voyages, that Entered with Cargoes and in Ballast in the Foreign and Coasting Trades, respectively, at all Ports in the United Kingdom, and at the undermentioned Ports, during each of the Years 1860, 1870, 1880, 1890, and 1899—*continued.*

Years.	Foreign Trade.			Coasting Trade.*			Total Foreign and Coasting Trades.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
BRISTOL.							
1860	233,681	2,227	235,908	473,666	Cannot be given.	—	—
1870	345,676	2,880	348,556	563,352	ditto	—	—
1880	515,922	—	515,922	690,511	22,309	712,820	1,228,742
1890	555,826	1,145	556,971	610,608	63,468	674,076	1,231,047
1899	756,811	7,976	764,787	702,362	88,940	791,302	1,556,089
CARDIFF.‖							
1860	Cannot be given		307,409	183,963	Cannot be given.	—	—
1870	160,899	604,299	765,198	284,003	ditto	—	—
1880	722,052	1,334,549	2,056,601	295,843	1,587,726	1,883,569	3,940,170
1890	910,631	2,263,068	3,173,699	298,062	2,903,712	3,201,774	6,375,473
1899	1,390,550	3,802,693	5,193,243	395,952	3,999,894	4,395,846	9,589,089
COWES.							
1860	Cannot be given		3,771	46,878	Cannot be given.	—	—
1870	ditto		1,692	58,146	ditto	—	—
1880	4,139	562	4,701	144,201	944,771	1,088,972	1,093,673
1890	1,878	711	2,589	226,367	1,506,219	1,732,586	1,735,175
1899	5,088	84	5,172	253,780	2,225,017	2,478,797	2,483,969
DOVER.†							
1860	Cannot be given		66,469	38,083	Cannot be given.	—	—
1870	ditto		308,342	45,526	ditto	—	—
1880	291,396	209,256	500,652	46,204	12,351	58,555	559,207
1890	499,572	290,274	789,846	66,829	41,283	108,112	897,958
1899	639,095	342,967	982,062	144,490	21,307	165,797	1,147,859
GOOLE.							
1860	Cannot be given		49,896	89,314	Cannot be given.	—	—
1870	71,657	2,433	74,090	105,309	ditto	—	—
1880	278,305	22,705	301,010	97,161	5,627	102,788	403,798
1890	229,424	42,801	272,225	214,621	56,467	271,088	543,313
1899	429,695	92,667	522,362	157,546	173,532	331,078	853,440

* *See* note to Table V., page 843.
† Dover includes part of the Port of Deal in 1890 and the whole of the port in 1899.
‖ The tonnage of sailing and of steam vessels is shown separately in Table VI.

5. TABLE showing the Tonnage of British and Foreign Sailing and Steam Vessels, including their repeated Voyages, that Entered with Cargoes and in Ballast in the Foreign and Coasting Trades, respectively, at all Ports in the United Kingdom, and at the undermentioned Ports, during each of the Years 1860, 1870, 1880, 1890, and 1899—*continued.*

YEARS.	Foreign Trade.			Coasting Trade.*			Total Foreign and Coasting Trades.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
			GRIMSBY.				
1860	Cannot be given		145,771	6,622	Cannot be given.	—	—
1870	319,101	18,350	337,451	5,536	ditto	—	—
1880	427,323	16,898	444,221	67,152	120,365	187,517	631,738
1890	545,096	118,417	663,513	15,824	88,409	104,233	767,746
1899	714,053	252,571	966,624	15,382	143,887	159,269	1,125,893
			HARTLEPOOL.				
1860	Cannot be given		374,742	27,349	Cannot be given.	—	—
1870	277,865	162,669	440,534	22,360	ditto	—	—
1880	356,727	119,084	475,811	31,546	408,824	440,370	916,181
1890	432,550	59,883	492,433	98,894	242,363	341,257	833,690
1899	437,131	79,438	516,569	113,162	271,241	384,403	900,972
			HARWICH.				
1860	Cannot be given		11,398	37,503	Cannot be given.	—	—
1870	ditto	ditto	150,067	25,345	ditto	—	—
1880	311,020	4,902	315,922	25,992	21,856	47,848	363,770
1890	589,764	265	590,029	31,755	144,291	176,046	766,075
1899	727,713	9,896	737,609	38,074	140,688	178,762	916,371
			HULL.‖				
1860	702,733	9,095	711,828	126,069	Cannot be given.	—	—
1870	1,003,386	29,769	1,033,155	140,410	ditto	—	—
1880	1,522,323	57,252	1,579,575	225,845	36,448	262,293	1,841,868
1890	1,932,317	64,821	1,997,138	308,690	224,607	533,297	2,530,435
1899	2,258,400	250,862	2,509,262	392,965	213,521	606,486	3,115,748
			MIDDLESBROUGH.†				
1860	—	—	—	—	—	—	—
1870	41,136	121,970	163,106	60,778	Cannot be given.	—	—
1880	290,148	217,445	507,593	169,054	386,124	555,178	1,062,771
1890	570,790	262,772	833,562	116,137	522,292	638,429	1,471,991
1899	772,784	314,383	1,087,167	129,559	619,577	749,136	1,836,303

* *See* note to Table V. page 843.
† Middlesbrough was included in the Port of Stockton in 1860.
‖ The tonnage of sailing and of steam vessels is shown separately in Table VI.

Miscellaneous Appendix. No. 5—continued.

5. TABLE showing the Tonnage of British and Foreign Sailing and Steam Vessels, including their repeated Voyages, that Entered with Cargoes and in Ballast in the Foreign and Coasting Trades, respectively, at all Ports in the United Kingdom, and at the undermentioned Ports, during each of the Years 1860, 1870, 1880, 1890 and 1899—*continued.*

YEARS.	Foreign Trade.			Coasting Trade.*			Total Foreign and Coasting Trades.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
	NEWHAVEN.						
1860	Cannot be given		66,159	31,336	Cannot be given.	—	—
1870	ditto	ditto	94,278	48,935	ditto	—	—
1880	164,136	1,556	165,692	34,495	1,699	36,194	201,886
1890	282,036	5,303	287,339	58,378	4,024	62,402	349,741
1899	320,342	65,536	385,878	121,201	31,567	152,768	538,646
	NEWPORT.						
1860	Cannot be given		71,317	141,198	Cannot be given.	—	—
1870	55,913	85,591	141,504	214,102	ditto	—	—
1880	512,272	198,977	711,249	240,620	630,090	870,710	1,581,959
1890	580,784	339,776	920,560	235,184	868,558	1,103,742	2,024,302
1899	541,635	654,511	1,196,146	208,223	1,067,282	1,275,505	2,471,651
	PLYMOUTH.						
1860	Cannot be given		98,592	418,130	Cannot be given.	—	—
1870	ditto	ditto	103,975	438,375	ditto	—	—
1880	196,059	4,693	200,752	523,877	2,308	526,185	726,937
1890	191,268	9,651	200,919	596,318	16,759	613,077	813,996
1899	223,742	8,246	231,988	675,510	6,921	682,431	914,419
	PORTSMOUTH.						
1860	Cannot be given		37,491	139,264	Cannot be given.	—	—
1870	ditto	ditto	32,110	156,859	ditto	—	—
1880	37,645	242	37,887	155,094	8,129	163,223	201,110
1890	45,897	186	46,083	837,598	534,305	1,371,903	1,417,986
1899	48,152	1,225	49,377	481,087	1,398,591	1,879,678	1,929,055
	SOUTHAMPTON.‖						
1860	322,169	4,566	326,735	275,703	Cannot be given.	—	—
1870	554,615	11,269	565,884	235,876	ditto	—	—
1880	845,320	10,896	856,216	272,925	287,211	560,136	1,416,352
1890	884,595	3,757	888,352	529,005	251,586	780,591	1,668,943
1899	1,556,575	89,505	1,646,080	748,735	389,198	1,137,933	2,784,013

* *See* note to Table V., page 843.
‖ The tonnage of sailing and of steam vessels is shown separately in Table VI.

5. TABLE showing the Tonnage of British and Foreign Sailing and Steam Vessels, including their repeated Voyages, that Entered with Cargoes and in Ballast in the Foreign and Coasting Trades, respectively, at all Ports in the United Kingdom, and at the undermentioned Ports during each of the Years 1860, 1870, 1880, 1890, and 1899—*continued*.

YEARS.	Foreign Trade.			Coasting Trade.*			Total Foreign and Coasting Trades.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
			SUNDERLAND.				
1860	- - Cannot be given - -		446,898	122,539	Cannot be given.	—	—
1870	125,072	499,609	624,681	80,104	- ditto -	—	—
1880	228,768	473,829	702,597	97,103	1,709,185	1,806,288	2,508,885
1890	199,402	526,457	725,859	170,508	1,502,338	1,672,846	2,398,705
1899	190,024	648,018	838,042	176,786	1,512,085	1,688,871	2,526,913
			SWANSEA.				
1860	- - Cannot be given - -		157,044	310,718	Cannot be given.	—	—
1870	165,552	163,878	329,430	336,394	- ditto -	—	—
1880	303,996	219,385	523,381	337,594	354,067	691,661	1,215,042
1890	308,962	256,682	565,644	282,820	575,301	858,121	1,423,765
1899	365,025	538,756	903,781	289,196	761,420	1,050,616	1,954,397
			TYNE PORTS.†‡				
1860	- - Cannot be given - -		1,000,697	381,922	Cannot be given.	—	—
1870	621,045	1,046,569	1,667,614	532,306	- ditto -	—	—
1880	992,025	1,592,417	2,584,442	748,954	2,633,646	3,382,600	5,967,042
1890	1,116,256	2,284,960	3,401,216	663,985	3,632,452	4,296,437	7,697,653
1899	1,209,620	3,500,615	4,710,235	676,439	4,462,093	5,138,532	9,848,767
			ABERDEEN.				
1860	- - Cannot be given - -		38,952	290,195	Cannot be given.	—	—
1870	- - ditto - ditto - -		58,350	313,886	- ditto -	—	—
1880	92,874	1,714	94,588	428,340	11,111	439,451	534,039
1890	140,498	5,834	146,332	563,691	17,266	580,957	727,289
1899	148,085	965	149,050	793,397	17,788	811,185	960,235
			DUNDEE.‖				
1860	- - Cannot be given - -		83,915	180,265	Cannot be given.	—	
1870	152,921	498	153,419	208,430	- ditto -	—	—
1880	212,166	3,862	216,028	233,071	10,601	243,672	459,700
1890	306,990	4,605	311,595	212,657	31,865	244,522	556,117
1899	268,995	4 466	273,461	242,355	28,902	271,257	544,718

* *See* note to Table V., page 843.

† Including Blythe in 1899. Blythe, which was previously a creek of the Port of North Shields, was constituted a Customs Port in 1897.

‡ The tonnage of sailing and of steam vessels is shown separately in Table VI.

‖ Including Perth in 1899.

5. TABLE showing the Tonnage of British and Foreign Sailing and Steam Vessels, including their repeated Voyages, that Entered with Cargoes and in Ballast in the Foreign and Coasting Trades, respectively, at all Ports in the United Kingdom, and at the undermentioned Ports, during each of the Years 1860, 1870, 1880, 1890, and 1899—*continued.*

[continued.

YEARS.	Foreign Trade.			Coasting Trade.*			Total Foreign and Coasting Trades.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
	GLASGOW.†						
1860	161,238	1,402	162,640	533,007	Cannot be given.	—	—
1870	316,851	14,629	331,480	640,231	- ditto -	—	—
1880	719,026	36,324	755,350	1,331,925	186,582	1,518,507	2,273,857
1890	1,052,317	69,383	1,121,700	1,422,498	330,357	1,752,855	2,874,555
1899	1,355,331	105,369	1,460,700	1,679,349	410,097	2,089,446	3,550,146
	GRANGEMOUTH.						
1860	- - Cannot be given - -		78,913	44,271	Cannot be given.	—	—
1870	125,457	11,864	137,321	111,615	- ditto -	—	—
1880	157,917	4,857	162,774	238,085	16,867	254,952	417,726
1890	223,038	192,711	415,749	206,095	100,482	306,577	722,326
1899	326,856	379,641	706,497	289,471	100,188	389,659	1,096,156
	GRANTON.‡						
1860	—	—	—	—	—	—	—
1870	- - Cannot be given - -		59,630	92,865	Cannot be given.	—	—
1880	54,560	25,400	79,960	65,342	51,944	117,286	197,246
1890	112,312	31,212	143,524	71,047	19,704	90,751	234,275
1899	139,902	8,165	148,067	65,502	6,012	71,514	219,581
	GREENOCK (including PORT GLASGOW).						
1860	- - Cannot be given - -		157,841	186,329	Cannot be given.	—	—
1870	- - ditto - -		305,722	207,094	- ditto -	—	—
1880	300,273	6,914	307,187	1,021,664	138,743	1,160,407	1,467,594
1890	264,576	9,922	274,498	1,153,375	81,764	1,235,139	1,509,637
1899	136,920	5,763	142,683	1,479,928	137,371	1,617,299	1,759,982
	KIRKCALDY.						
1860	- - Cannot be given - -		20,945	32,698	Cannot be given.	—	—
1870	- - ditto - -		48,631	22,388	- ditto -	—	—
1880	28,229	91,025	119,254	48,871	241 043	289,914	409,168
1890	40,188	346,919	387,107	32,068	331 199	363,267	750,374
1899	73,083	668,049	741,132	45,351	315,973	361,324	1,102,456

* *See* note to Table V., page 843.
† The tonnage of sailing and of steam vessels is shown separately in Table VI.
‡ Granton was included in the Port of Leith in 1860.

5. TABLE showing the Tonnage of British and Foreign Sailing and Steam Vessels, including their repeated Voyages, that Entered with Cargoes and in Ballast in the Foreign and Coasting Trades, respectively, at all Ports in the United Kingdom, and at the undermentioned Ports, during each of the Years 1860, 1870, 1880, 1890, and 1899—*continued.*

YEARS.	Foreign Trade.			Coasting Trade.*			Total Foreign and Coasting Trades.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
			LEITH.†				
1860	231,644	2,292	233,936	245,111	Cannot be given.	—	—
1870	391,271	26,096	417,367	157,030		—	—
1880	597,220	12,355	609,575	293,846	49,159	343,005	952,580
1890	677,005	29,486	706,491	382,382	61,411	443,793	1,150,284
1899	888,613	79,869	968,482	553,428	80,539	633,967	1,602,440
			BELFAST.				
1860	88,938	387	89,325	787,665	Cannot be given.	—	—
1870	107,158	251	107,409	1,083,599		—	—
1880	201,613	1,035	202,648	1,594,902	61,743	1,656,645	1,859,293
1890	242,065	1,190	243,255	1,588,696	107,978	1,696,674	1,939,929
1899	414,350	—	414,350	1,983,751	141,098	2,124,849	2,539,199
			CORK (including YOUGHAL).				
1860	106,384	1,290	107,674	374,345	Cannot be given.	—	—
1870	Cannot be given		143,278	467,359		—	—
1880	152,609	612	153,221	585,322	14,456	599,778	752,999
1890	136,527	583	157,110	524,485	12,425	536,910	674,020
1899	140,898	349	141,247	521,188	45,467	566,655	707,902
			DUBLIN.				
1860	127,857	—	127,857	1,006,372	Cannot be given.	—	—
1870	205,290	520	205,810	1,295,040		—	—
1880	256,997	487	257,484	1,550,227	470,239	2,020,466	2,277,950
1890	248,732	—	248,732	1,396,107	409,219	1,805,326	2,054,058
1899	249,160	—	249,160	1,555,015	672,671	2,227,686	2,476,846
			LIMERICK.				
1860	Cannot be given		39,610	66,501	Cannot be given.	—	—
1870	ditto		54,908	47,826		—	—
1880	76,139	—	76,139	95,747	4,403	100,150	176,289
1890	81,205	—	81,205	94,271	3,462	97,733	178,938
1899	71,242	—	71,242	90,560	2,836	93,396	164,638

* *See* note to Table V., page 843.
† Granton was included in the Port of Leith in 1860.

Miscellaneous Appendix.

Nos. 5—continued and 6.

5. TABLE showing the Tonnage of British and Foreign Sailing and Steam Vessels, including their repeated Voyages, that Entered with Cargoes and in Ballast in the Foreign and Coasting Trades, respectively, at all Ports in the United Kingdom, and at the undermentioned Ports, during each of the Years 1860, 1870, 1880, 1890, and 1899—*continued*.

YEARS.	Foreign Trade.			Coasting Trade.*			Total Foreign and Coasting Trades.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
	LONDONDERRY.						
1860	Cannot be given		44,073	205,126	Cannot be given.	—	—
1870	ditto		40,630	218,215		—	—
1880	66,822	—	66,822	265,075	3,647	268,722	335,544
1890	58,532	—	58,532	301,174	4,025	305,199	363,731
1899	51,033	—	51,033	265,998	7,367	273,365	324,398
	WATERFORD.						
1860	Cannot be given		41,272	331,007	Cannot be given.	—	—
1870	ditto		71,105	387,035		—	—
1880	65,037	266	65,303	506,957	61,050	568,007	633,310
1890	52,268	726	52,994	506,370	4,256	510,626	563,620
1899	42,141	885	43,026	456,861	6,049	462,910	505,936

6. TABLE showing the TONNAGE of BRITISH and FOREIGN VESSELS, including their repeated VOYAGES, that ENTERED with CARGOES and in BALLAST in the FOREIGN and COASTING TRADES, respectively, at the undermentioned PORTS, during each of the Years 1860, 1870 1880, 1890, and 1899.

(*a*) Sailing Vessels.

YEARS.	Foreign Trade.			Coasting Trade.*			Total Foreign and Coasting Trades.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
	LONDON.†						
1860	2,206,221	23,527	2,229,748	2,153,252	Cannot be given.	—	—
1870	2,427,564	16,129	2,443,693	951,479		—	—
1880	2,086,963	53,145	2,140,108	1,461,502	131,829	1,593,331	3,733,439
1890	1,097,787	61,446	1,159,233	1,315,532	210,039	1,525,571	2,684,804
1899	812,531	18,937	831,468	288,760	87,728	376,488	1,207,956
	LIVERPOOL.						
1860	2,280,824	22,785	2,303,609	442,395	Cannot be given.	—	—
1870	1,786,006	13,623	1,799,629	305,698		—	—
1880	1,559,302	26,708	1,586,010	353,926	146,804	500,730	2,086,740
1890	779,538	45,912	825,450	217,134	147,723	364,857	1,190,307
1899	329,544	16,109	345,653	204,663	71,104	275,767	621,420

* *See* note to Table V., page 843.
† *See* notes † and ‡ to Table V., page 843.

Miscellaneous Appendix No. 6—continued.

6. TABLE showing the Tonnage of British and Foreign Vessels, including their repeated Voyages, that Entered with Cargoes and in Ballast in the Foreign and Coasting Trades, respectively, at the undermentioned Ports, during each of the Years 1860, 1870, 1880, 1890, and 1899—*continued.*

(*a*) Sailing Vessels—*continued.*

YEARS.	Foreign Trade.			Coasting Trade.*			Total Foreign and Coasting Trades.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
			CARDIFF.				
1860	Cannot be given		296,856	118,459	Cannot be given.	—	—
1870	150,273	347,208	497,481	164,300		—	—
1880	330,769	554,578	885,347	173,616	588,023	761,639	1,646,986
1890	283,392	322,784	606,176	113,271	525,769	639,040	1,245,216
1899	173,268	212,556	385,824	127,540	238,491	366,031	751,855
			HULL.				
1860	348,581	2,525	351,106	35,826	Cannot be given.	—	—
1870	369,820	2,195	372,015	27,423		—	—
1880	385,661	1,898	387,559	46,981	8,807	55,788	443,347
1890	256,870	4,921	261,791	79,560	17,742	97,302	359,093
1899	192,263	3,335	195,598	92,058	23,939	115,997	311,595
			SOUTHAMPTON.				
1860	35,932	78	36,010	239,868	Cannot be given.	—	—
1870	48,934	998	49,932	135,803		—	—
1880	52,525	1,187	53,712	116,619	28,436	145,055	198,767
1890	33,069	397	33,466	85,026	34,845	119,871	153,337
1899	28,612	1,219	29,831	77,758	39,702	117,460	147,291
			TYNE PORTS.‡				
1860	Cannot be given		960,105	258,759	Cannot be given.	—	—
1870	446,253	709,803	1,156,056	292,414		—	—
1880	400,208	297,683	697,891	445,646	584,746	1,030,392	1,728,283
1890	222,786	166,037	388,823	381,199	198,193	579,392	968,215
1899	192,561	134,078	326,639	322,949	123,882	446,831	773,470
			GLASGOW.				
1860	145,695	1,039	146,734	103,279	Cannot be given.	—	—
1870	167,886	11,297	179,183	106,784		—	—
1880	157,969	13,578	171,547	105,138	77,443	182,581	354,128
1890	91,616	11,712	103,328	81,999	25,780	107,779	211,107
1899	72,399	2,325	74,724	42,498	11,222	53,720	128,444
			LONDON.†				
1860	750,861	801	751,662	1,001,309	Cannot be given.	—	—
1870	1,603,699	41,974	1,645,673	1,898,393		—	—
1880	3,732,987	97,246	3,830,233	2,797,126	93,373	2,890,499	6,720,732
1890	6,434,387	115,085	6,549,472	3,759,721	147,458	3,907,179	10,456,651
1899	8,432,062	174,420	8,606,482	5,149,618	424,172	5,573 790	14,180,272

* *See* note to Table V., page 843.
† *See* notes † and ‡ to Table V., page 843.
‡ *See* note † to Table V., page 843.

Miscellaneous Appendix — No. 6—continued.

(*b*) Steam Vessels—*continued.*

Years.	Foreign Trade.			Coasting Trade.*			Total Foreign and Coasting Trades.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Liverpool.							
1860	468,564	1,266	469,830	1,050,672	Cannot be given.	—	—
1870	1,606,247	11,057	1,617,304	1,295,960		—	—
1880	3,300,608	26,706	3,327,314	1,672,695	158,478	1,831,173	5,158,487
1890	4,876,854	80,047	4,956,901	1,817,434	443,736	2,261,170	7,218,071
1899	5,721,168	85,366	5,806,534	2,027,399	1,012,762	3,040,161	8,846,695
Cardiff.							
1860	Cannot be given		10,553	65,504	Cannot be given.	—	—
1870	10,626	257,091	267,717	119,703		—	—
1880	391,283	779,971	1,171,254	122,227	999,703	1,121,930	2,293,184
1890	627,239	1,940,284	2,567,523	184,791	2,377,943	2,562,734	5,130,257
1899	1,217,282	3,590,137	4,807,419	268,412	3,761,403	4,029,815	8,837,234
Hull.							
1860	354,152	6,570	360,722	90,243	Cannot be given.	—	—
1870	633,566	27,574	661,140	112,987		—	—
1880	1,136,662	55,354	1,192,016	178,864	27,641	206,505	1,398,521
1890	1,675,447	59,900	1,735,347	229,130	206,865	435,995	2,171,342
1899	2,066,137	247,527	2,313,664	300,907	189,582	490,489	2,804,153
Southampton.							
1860	286,237	4,488	290,725	35,835	Cannot be given.	—	—
1870	505,681	10,271	515,952	100,073		—	—
1880	792,795	9,709	802,504	156,306	258,775	415,081	1,217,585
1890	851,526	3,360	854,886	443,979	216,741	660,720	1,515,606
1899	1,527,963	88,286	1,616,249	670,977	349,496	1,020,473	2,636,722
Tyne Ports.†							
1860	Cannot be given		40,592	123,163	Cannot be given.	—	—
1870	174,792	336,766	511,558	239,892		—	—
1880	591,817	1,294,734	1,886,551	303,308	2,048,900	2,352,208	4,238,759
1890	893,470	2,118,923	3,012,393	282,786	3,434,259	3,717,045	6,729,438
1899	1,017,059	3,366,537	4,383,596	353,490	4,338,211	4,691,701	9,075,297
Glasgow.							
1860	15,543	363	15,906	429,728	Cannot be given.	—	—
1870	148,965	3,332	152,297	533,447		—	—
1880	561,057	22,746	583,803	1,226,787	109,139	1,335,926	1,919,729
1890	960,701	57,671	1,018,372	1,340,499	304,577	1,645,076	2,663,448
1899	1,282,932	103,044	1,385,976	1,636,851	398,875	2,035,726	3,421,702

* *See* note to Table V., page 843.
† *See* note † to Table V., page 843.

7. List of Questions submitted to the Port Authorities at Belfast, Bristol, Dublin, Glasgow, Greenock, Hull, Liverpool, Manchester, and Newcastle-on-Tyne.

1. State the distance of Docks from the Sea.
2. Describe the access from the sea and available depth between the sea and the Docks.
3. State the tidal range at spring and neap tides.
4. State the length, breadth and depth at low water (ordinary spring tides) of entrance locks.
5. Give the number, length, breadth and depth of any other locks.
6. State the number of docks, with the acreage of land and water in each.
7. State the mileage of quays in docks and river.
8. State the width of quay space round the various docks.
9. State what graving docks exist which are approached through the docks or immediately adjoin thereto.
10. State sizes of any such graving docks, with depth of water on entrance side.
11. Do such dry docks belong to Dock authority or to private owners or to separate companies.
12. State charges for use of graving docks.
13. Are there repairing shops adjoining graving docks, and in whose hands?
14. What are the limits of jurisdiction of the Port authority, and say whether any other docks are included therein?
15. What railways connect with the docks, or are owned by the Dock authority?
16. Are railways round the docks or quays worked by Dock authorities or by other companies, and to whom are terminal charges paid?
17. What other communications exist by road or by water?
18. What facilities are given to independent persons or companies to provide "lay byes" or to erect works on the property of the Dock authority?
19. What is the present constitution of the Dock authority, and state concisely what changes, if any, have taken place since 1884?
20. What staff is maintained, and by whom?
21. Who provides labour for loading and unloading vessels?
22. What is the legal obligation of the authority to maintain dock accommodation?
23. What powers to sell or mortgage their property?
24. What authorities deal with:—
    (*a*) Pilotage and conditions of service. State if compulsory.
    (*b*) Rates of pilotage. Is there a Pilotage Board, and, if so, how is it appointed?
    (*c*) Silting up of river and accumulation of refuse so far as affecting navigation.
25. How is dredging and maintenance of navigable channel provided for, and how is the cost borne?
26. State the annual cost of dredging inside and outside the docks, with number of dredgers and the tonnage of each. Where is the dredged material deposited, and what is the distance to which it is carried?
27. What authorities deal with buoying, surveying and protection of banks? How are these maintained and state the cost per annum for each of the last 10 years?
28. What powers exist as to making bye-laws? Supply copy thereof.
29. How are the docks lighted, and are goods discharged at night?
30. State the number of cranes, their power, and how they are worked
31. Are there any sheer legs or cranes for exceptional weights?
32. What appliances are there for loading coal?
33. Are there elevators or other appliances for loading, unloading, and storing grain? If so, state charges.
34. Are there facilities for delivering straight from the holds of vessels into sheds, railway trucks, carts, floating platforms and barges.

Miscellaneous Appendix.

No. 7—continued.

35. What facilities are there for storage of timber, mineral oils, cold air stores, and lairage for live stock? Are they provided by the Dock authority or any other body?

36. State the area of dock sheds, with number of storeys.

37. Are the warehouses maintained by the Port Authority or by private enterprise? Are they leased to or by the Port authority?

38. Describe shortly the warehousing system and working thereof. Is it under any and if so what statutes?

39. Is cargo allowed to remain in sheds without paying rent, and if so for how long?

40. Give schedule of tolls or dues on shipping and on classes of goods, and state whether latter are paid by shipowners or consignees. Are there harbour as well as Dock dues?

41. State the mode of calculating the tonnage of ships and goods.

42. What dues are levied on overside cargo into lighters not belonging to Dock authorities?

43. Is any due levied on cargo landed on quays (but not taken into sheds) and from them deposited in lighters?

44. Are any dues or charges levied on lighters using wet docks, and are there any regulations specially relating to lighters?

45. Is there any competition with the Docks on the part of wharves over which the Dock authority has no control?

46. Do any, and if so, what shipowners enjoy exceptional privileges, and state particulars?

47. Are there any vessels exempted under statute or custom from payment of ordinary dues?

48. What charge is made for tug assistance?

49. State the number and tonnage of vessels entering the Port in 1899, and in each of the last 10 years, distinguishing if possible vessels of different sizes, *e.g.*, under 500 tons, above 500 and under 1,000 tons, above 1,000 and under 2,000 tons, above 2,000 and under 4,000 tons, above 4,000 and under 6,000 tons, over 6,000 tons.

50. State the times of arrival in Dock, and discharge of steamers over 2,000 tons burthen in any one week, mentioning cargo.

51. What are the hours of the Custom officials? Do they regulate the working hours of labour in the Docks?

52. Do the Docks require improvement to accommodate existing trade, and is such additional accommodation contemplated?

53. Supply the last Annual Account and Balance Sheet, also particulars of gross revenue and expenditure for each of the last 10 years in the form of the Harbour Return (No. 30) in Local Taxation Returns 302,—III. of 1899.

8. Replies of the Belfast Harbour Commissioners.

Miscellaneous Appendix.

No. 8.

(The numbers of the Answers correspond to those in the List of Questions. See Appendix 7.)

1. Assuming a line drawn from Orlock Point on the County Down shore to Black Head on the County Antrim shore, as being the boundary line separating the Belfast Lough from the Irish Sea, the distance of the docks from the sea is 13·83 statute miles.

2. The access from the sea is for a distance of 8·5 statute miles through the Belfast Lough to the entrance to Victoria Channel, the depth of water at the seaward boundary of the Lough being 60 feet and at the entrance to Victoria Channel 20 feet, both at ordinary low water level. The Victoria Channel (which is for a width of 300 feet 20 feet in depth at ordinary low water level and 28 feet 9 inches at ordinary high water level) is 5·33 statute miles in length from its outer entrance to the nearest dock, *i.e.*, Milewater Basin.

3. The tidal range at spring tides is 9½ feet. The tidal range at neap tides is 7½ feet.

4. There are no locks.

5. There are no locks.

6. The water area of each of the docks is as follows :—

	A.	R.	P.
Clarendon Dock	4	0	11
Abercorn Basin	10	2	13
Dufferin Dock	3	1	12
Spencer Dock	7	1	39
Milewater Basin	5	0	2
York Dock	10	1	0
River Lagan, between Queen's Bridge and Milewater Basin, which may be regarded as a dock	57	3	1
Embayment, opposite Victoria Wharf	2	2	28
Embayment, opposite Alexandra Wharf	4	1	25
Embayment, opposite Clarence Wharf	1	0	34

7. 4·36 statute miles.

8 Average of 100 feet in width.

9. Two graving docks Nos. 1 and 2, 245 and 287 feet in length respectively, are approached through the Clarendon Dock.

The Hamilton Graving Dock, 451 feet 6 inches in length, is approached through the Abercorn Basin ; and

The Alexandra Graving Dock, 825 feet in length, is approached from the open river at Clarence Wharf Embayment

10. The following are the dimensions of the various graving docks at the Port of Belfast :—

Name	Width of Entrance.	Level of Sill above Datum.	Depth of Dock from Coping to Floor.	Breadth of Floor.	Length of Floor.
	Feet.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Ft. in.*
Clarendon Graving Dock, No. 1	30	1 9	14 9	27 6	245 0
Clarendon Graving Dock, No. 2	36	Harbour Datum.	15 6	34 0	287 0
Hamilton Graving Dock	60	Below Datum. 5 7	22 9	50 0	451 6
Alexandra Graving Dock	80	15 0	31 0	50 0	800 0

Miscellaneous Appendix.

No. 8—continued.

11. The graving docks all belong to the Belfast Harbour Commissioners.

12. See schedule of the charges for the use of the graving docks.

13. The repairing shops of Messrs. Harland & Wolff, Ltd., and Messrs. Workman, Clark & Co., Ltd., adjoin the graving dock yards, and there are other repairing shops in the neighbourhood.

14. The jurisdiction of the Harbour Commissioners extends from a line drawn from Grey Point on the County Down shore, to Carrickfergus Castle on the County Antrim shore, to the first locks on the Lagan Navigation Canal, and covers all rivers and streams between those points in which the tidal water flows—the limit in all cases being high water line.

There are no docks other than those mentioned in reply to Question 6 included within these limits.

15. The Harbour Commissioners have a system of "tramways" (about 8½ statute miles in all) which connects the quays and docks on the Harbour Estate with the Great Northern Railway, the Belfast and Northern Counties Railway, and the Belfast and County Down Railway.

16. The tramways on the Harbour Estate are worked by the local railway companies. The Harbour Commissioners charge a toll of 1d. per ton for the use thereof. There is no passenger traffic.

17. There is communication by and from all streets or roads abutting on the quays docks, wharves, etc., and also by water from inland by the Lagan Navigation Canal.

18. Independent persons or companies are not afforded facilities for "lay byes." Tramway sidings are provided by the Harbour Commissioners where necessary. The Commissioners let portions of the Harbour Estate, not immediately required for harbour purposes, to tenants with permission to erect works thereon.

19. The present constitution of the Harbour Trust is as follows:—

Twenty-one members (one-third of whom retire annually) elected by the ratepayers and shipowners, and the Lord Mayor of Belfast, *ex officio*.

No changes have been made in the constitution of the Trust since 1884.

20. A secretary, who is also collector of rates and general superintendent, an engineer, and a harbour master, with suitable assistants, are appointed and paid by the Harbour Commissioners to carry on the work of the Trust.

21. Vessels are loaded and unloaded by the employees of the shipowners, merchants, or agents, but certain facilities are given for such work by the dock authority in the shape of cranes worked by steam or manual power, for which charges are made by the Harbour Commissioners.

22. The Belfast Harbour Commissioners were appointed by the Belfast Harbour Act, 1847, a body corporate for carrying into execution the purposes of that Act, which embrace the making and maintaining of docks, quays, and other works "necessary for the improvement and maintenance of the said harbour."

23. The Commissioners are empowered by Section 3 of the Belfast Harbour Act, 1870, to sell lands not required for harbour purposes, but they have no power to mortgage any property.

24. (*a*) The Belfast Harbour Commissioners, the conditions of service being so indicated in Pilotage Bye-laws. Pilotage is compulsory except in certain cases, *see* Belfast Harbour Act, 1847.

(*b*) One of Harbour Commissioners' Standing Committees acts as the Pilotage Board. The following Schedule shows the Rates of Pilotage:—

BELFAST HARBOUR.—SCHEDULE OF RATES OF PILOTAG

Registered Tonnage.	INWARD. On Vessels not Steamers. If boarded Seaward of line from Seapark House to Craigavad House.	INWARD. On Vessels not Steamers. If boarded at Entrance of Victoria Channel or at Holywood Lighthouse.	INWARD. On Vessels being Steamers. If boarded Seaward of line from Seapark House to Craigavad House.	INWARD. On Vessels being Steamers. If boarded at Entrance of Victoria Channel or at Holywood Lighthouse.	INWARD. On Vessels towed by Steamers. If boarded Seaward of line from Seapark House to Craigavad House.	INWARD. On Vessels towed by Steamers. If boarded at Entrance of Victoria Channel or at Holywood Lighthouse.	OUTWARD. On Vessels not Steamers.	OUTWARD. On Vessels being Steamers.	OUTWARD. On Vessels towed by Steamers.	On Vessels in Ballast only. (Optional).
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
30 and under 40	– 5 –	– 3 6	– 3 3	– 2 3	– 3 9	– 2 6	– 5 –	– 3 3	– 3 9	– 3 3
40 „ 50	– 6 3	– 4 6	– 4 3	– 3 –	– 4 9	– 3 6	– 6 3	– 4 3	– 4 9	– 4 3
50 „ 60	– 7 6	– 5 6	– 5 –	– 3 6	– 5 9	– 4 –	– 7 6	– 5 –	– 5 9	– 5 –
60 „ 70	– 8 9	– 6 6	– 6 –	– 4 3	– 6 6	– 5 –	– 8 9	– 6 –	– 6 6	– 6 –
70 „ 80	– 10 –	– 7 –	– 6 6	– 4 9	– 7 6	– 5 3	– 10 –	– 6 6	– 7 6	– 6 –
80 „ 90	– 11 3	– 8 –	– 7 3	– 5 3	– 8 6	– 6 –	– 11 3	– 7 3	– 8 6	– 6 –
90 „ 100	– 12 6	– 9 –	– 8 6	– 6 –	– 9 6	– 6 9	– 12 6	– 8 6	– 9 6	– 7 –
100 „ 110	– 13 9	– 10 –	– 9 6	– 6 9	– 10 3	– 7 6	– 13 9	– 9 6	– 10 3	– 7 –
110 „ 120	– 15 6	– 11 –	– 10 3	– 7 3	– 11 9	– 8 3	– 15 6	– 10 3	– 11 9	– 7 –
120 „ 130	– 17 6	– 12 6	– 11 6	– 8 3	– 13 3	– 9 6	– 17 6	– 11 6	– 13 3	– 7 –
130 „ 140	– 19 3	– 14 –	– 13 –	– 9 3	– 14 6	– 10 6	– 19 3	– 13 –	– 14 6	– 8 –
140 „ 150	1 1 3	– 15 –	– 14 –	– 10 –	– 16 –	– 11 3	1 1 3	– 14 –	– 16 –	– 8 –
150 „ 160	1 2 6	– 16 –	– 15 –	– 10 9	– 17 –	– 12 –	1 2 6	– 15 –	– 17 –	– 8 –
160 „ 175	1 3 9	– 17 –	– 15 9	– 11 3	– 17 9	– 12 9	1 3 9	– 15 9	– 17 9	– 9 6
175 „ 200	1 6 3	– 19 –	– 18 –	– 12 9	– 19 9	– 14 3	1 6 3	– 18 –	– 19 9	– 9 6
200 „ 225	1 8 –	1 – –	– 18 6	– 13 3	1 1 –	– 15 –	1 8 –	– 18 6	1 1 –	– 11 6
225 „ 250	1 9 3	1 1 –	– 19 6	– 14 –	1 2 –	– 15 9	1 9 3	– 19 6	1 2 –	– 12 –
250 „ 275	1 10 6	1 2 –	1 – 9	– 14 9	1 3 –	– 16 6	1 10 6	1 – 9	1 3 –	– 12 –
275 „ 300	1 12 6	1 3 –	1 1 3	– 15 3	1 4 6	– 17 3	1 12 6	1 1 3	1 4 6	– 13 –
300 „ 325	1 15 –	1 5 –	1 3 6	– 16 9	1 6 3	– 18 9	1 15 –	1 3 6	1 6 3	– 13 –
325 „ 350	1 17 –	1 6 –	1 4 3	– 17 3	1 7 9	– 19 6	1 17 –	1 4 3	1 7 9	– 14 –
350 „ 375	1 18 9	1 8 –	1 6 3	– 18 9	1 9 –	1 1 –	1 18 9	1 6 3	1 9 –	– 15 6
375 „ 400	2 – 6	1 9 –	1 7 –	– 19 3	1 10 6	1 1 9	2 – 6	1 7 –	1 10 6	– 16 –
400 „ 450	2 2 6	1 10 –	1 8 –	1 – –	1 12 –	1 2 6	2 2 6	1 8 –	1 12 –	– 17 –
450 „ 500	2 5 –	1 12 6	1 10 –	1 1 3	1 13 9	1 4 –	2 5 –	1 10 –	1 13 9	– 18 –
500 „ 600	2 10 –	1 16 –	1 13 7	1 4 –	1 17 6	1 7 –	2 10 –	1 13 7	1 17 6	1 – –
600 „ 700	2 15 –	1 19 –	1 16 6	1 6 –	2 1 3	1 9 3	2 15 –	1 16 6	2 1 3	1 2 –
700 „ 800	3 – –	2 3 –	2 1 –	1 9 3	2 5 –	1 12 3	3 – –	2 1 –	2 5 0	1 4 –
800 „ 900	3 5 –	2 6 6	2 3 6	1 11 –	2 8 9	1 15 –	3 5 –	2 3 6	2 8 9	1 6 –
900 „ 1,000	3 10 –	2 10 –	2 6 6	1 13 3	2 12 6	1 17 6	3 10 –	2 6 6	2 12 6	1 8 –
1,000 „ 1,100	3 15 –	2 13 6	2 10 –	1 15 9	2 16 3	2 – –	3 15 –	2 10 –	2 16 3	1 10 –
1,100 „ 1,200	4 – –	2 17 –	2 13 3	1 18 –	3 – –	2 2 9	4 – –	2 13 3	3 – –	1 12 –
every additional 100 tons	– 5 –	– 3 6	– 3 6	– 2 3	– 3 9	– 2 9	– 5 –	– 3 6	– 3 9	– 2 –

NOTE.—The maximum Rate on Vessels not having British Registers Arriving from or Sailing on a Foreign Voyage £ 10 16 –
on Vessels with British Registers - - ditto - - ditto - - - 8 2 –
on Vessels not Steamers trading to or from a Port in United Kingdom - - - 5 8 –
on Vessels being Steamers - - - - - - - - - - - - 3 5 6

RATES TO BE PAID FOR OUT-PILOTAGE

	£ s. d.		£ s. d.
Outside the Black Head, or outside the Buoy of the Brigs, to the Whitehouse Roads, of 200 Tons or upwards - - -	2 2 –	Outside the Grey-Point, or outside Kilroot-Point of 200 Tons, or upwards - - - - - - - - - - -	1 1 –
Above 100 and under 200 Tons - - - - - - -	1 11 6	Above 100 and under 200 Tons - - - - - - -	– 15 –
Not exceeding 100 Tons - - - - - - - - -	1 – –	Not exceeding 100 Tons - - -	–

Belfast 6 April 1886. *Masters of Vessels will take notice that the Boats of the Out-Pilots have a White Star on the Bows.* W. A. CURRIE, *Secretary.*

Miscellaneous Appendix.

No. 8—continued.

24. (*c*) The Belfast Harbour Commissioners.

25. The dredging and maintenance of the navigable channel, as also the various docks, &c., is provided for by Belfast Harbour Commissioners; the cost is defrayed out of ordinary revenue of the Port, *i.e.*, rates, dues, and other charges leviable on goods and vessels.

26. The annual cost of dredging is as follows :—

	£	*s.*	*d.*		£	*s.*	*d.*
Year 1890	6,666	10	11	Year 1895	7,720	18	8
„ 1891	9,807	17	8	„ 1896	4,681	19	8
„ 1892	16,369	4	5	„ 1897	3,353	3	11
„ 1893	6,376	17	5	„ 1898	3,622	12	2
„ 1894	4,668	8	9	„ 1899	2,678	14	6

The Dredgers employed at this Port are as follows :—

No. 3. Hopper Dredger, tonnage 760 tons gross,
„ 4. „ „ „ 760 „
„ 2. Ladder Dredger „ 233 „

Besides the above dredging plant the Dock authority has three Grab Digger Dredgers about 60 tons gross each.

At the present time the material raised by the various dredgers is being utilised for the embanking or filling up to ordinary quay level of lands which have been, and are now being, reclaimed from the sea.

Until very recently the great bulk of the dredged material was conveyed to sea, and deposited in deep water, a distance of about ten to twelve miles.

27. The Harbour Commissioners undertake the buoying and lighting, as well as the protection of the banks.

The expenditure under this head per annum for each of the last ten years is as follows :—

	Channel Slopes. £	*s.*	*d.*	Channel Buoys. £	*s.*	*d.*
1890	485	2	3	117	0	3
1891	362	12	7	150	18	7
1892	334	8	10	263	3	11
1893	313	13	3	100	1	5
1894	584	6	8	100	9	8
1895	1,109	0	2	137	5	3
1896	586	2	1	201	9	6
1897	383	4	1	58	12	6
1898	387	0	3	24	18	5
1899	442	11	7	32	18	2

28. 10 & 11 Vict. c. 52, s. 24.

10 Vict. c. 16, s. 96.

10 Vict. c. 27, s. 83.

45 & 46 Vict. c. 171, s. 48.

Exclusive of general powers under the Petroleum and Explosive Acts.

See Copies of the Bye-laws.

29. The docks are at present mainly lighted by electricity and will within the next few months be entirely lighted by that medium.

Goods are frequently discharged at night.

30. There are altogether at this Port 14 locomotive steam cranes capable of lifting 2 tons, two capable of lifting 2½ tons, 19 capable of lifting 3 tons, and one capable of lifting 7 tons.

There is also one locomotive crane worked by electrical power which is capable of lifting 2 tons. There are also two manual cranes in use, capable of lifting 30 cwt. each.

31. There is one pair of sheer legs capable of lifting a weight of 60 tons with a sheer of 26 feet.

There is one steam derrick crane capable of lifting, at a radius of 50 feet, 100 tons; at a radius of 60 feet, 80 tons; and at a radius of 70 feet, 60 tons.

There is one fixed steam crane capable of lifting 25 tons at a radius of 26 feet.

There is one manual crane in use at the Hamilton Graving Dock capable of lifting a weight of 10 tons at a radius of 35 feet, and 5 tons at a radius of 54 feet.

32. There are no special appliances for the loading of coal, as only bunkering is done at this Port, but there are 36 locomotive steam cranes, with lifting powers varying between two and three tons, as referred to in reply to Query No. 30, which are used for the discharge of coal laden vessels.

33. The Harbour Commissioners do not supply elevators or other appliances for loading, unloading, and storing grain.

There is a firm which supplies, for hire, grain elevators for purposes of discharge at this Port to all who require them.

Grain is warehoused in stores on the Harbour Estate belonging to private firms and also in up town warehouses.

34. There are no special facilities beyond floating elevators, and the usual shoots, gangways, &c.

35. Timber storage ground and timber ponds are provided by the Dock Authority.

The amount of ground devoted to the storage of timber is 15 acres.

The water area of the timber ponds amounts in all to about 120 acres.

The Harbour Commissioners have let to three Companies about 9 acres of land for the storage of mineral oils.

There are no cold air stores, nor are there any lairages for live stock on the Harbour Estate.

36. The Dock sheds are all one-storey structures, and the area of these sheds amounts in all to 51,243 square yards.

37. There are no warehouses maintained by the Port Authority; there are, however, some grain warehouses built by private enterprise on ground let by the Port Authority.

38. The Harbour Commissioners do not undertake the warehousing of goods.

39. Cargo from foreign ports is allowed to remain on the quay seven days after final discharge of importing vessel, and other cargo twenty-four hours from date of discharge, free of rent.

40. See Schedule of Rates on Goods and Dues on Vessels. The rates on goods are paid to the Harbour Commissioners by the ship owner, who in turn collects them from the consignees.

There are no Dock Dues levied.

41. The tonnage of vessels is taken from the Certificate of Registry.

The tonnage of goods is taken from the ship's manifest, in some cases confirmed by certificates from consignees or consignors.

42. In the case of cargo discharged overside into Lighters no dues are charged on the Lighter, and the rates on the cargo are paid by the importing vessel.

43. Yes, the ordinary rates on Goods.

44. No dues are levied at present on Lighters using wet docks. The regulations relating to Lighters are included in the Bye-laws for regulating the use of the harbour, docks, basins, piers, water spaces and other works.

45. None.

46. None.

47. Yes. Vessels in Her Majesty's service, in the service of the Board of Trade or Customs coming inland, and those which return in distress are exempt (see Belfast Harbour Act 1847, Harbours, Docks and Piers Clauses Act 1847, and Belfast Harbour Act 1882).

48. The tug boat owners make such charges for the use of their boats as may be agreed upon.

The Harbour Commissioners have a powerful tug boat which is hired to parties requiring same at the following rates:—

Inside working hours	£2 per hour.
Outside working hours	£4 per hour.
Minimum charge	£5.

49.

Year.	Vessels.	Tons.
1890	8,050	1,840,666
1891	8,008	1,931,177
1892	8,304	2,053,637
1893	8,375	2,002,629
1894	8,330	2,085,953
1895	8,532	2,150,232
1896	8,737	2,207,965
1897	8,763	2,298,868
1898	9,049	2,369,908
1899	8,454	2,358,705

50. YORK DOCK.

Steamer.	Arrived.	Sailed.	Cargo.
S.S. "Glenarm Head"	21st April.	26th April.	5,640 tons general.
S.S. "Malin Head"	24th April.	1st May.	5,400 tons general.
S.S. "Torr Head"	25th April.	2nd May.	7,897 tons general.

51. Hours of Customs Officials at this Port are as follows:

Office hours	10 a.m. to 5 p.m.
Warehouse hours	9 a.m. to 5 p.m. in Summer.
Do "	9 a.m. to 4 p.m. in Winter.

Water Guard Officers are on duty day and night.

The working hours of labour are not regulated by the Customs' hours.

52. The Harbour Commissioners carry out improvements and provide such additional accommodation from time to time as may be found necessary to meet the exigencies of the trade of the Port.

Miscellaneous Appendix.

No. 8—continued.

HARBOUR

53. RETURN of Tolls, Dues, Rents, and other Receipts levied under Statute, Charter, Usage, Custom, or other Authority in 31st March, for which the

STATEMENT OF RECEIPTS FOR THE TEN

Dr. THE HARBOUR COMMISSIONERS

	1890.		1891.		1892.		1893.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
To Balance in favour (if any) at commencement of Financial Year	—	17,370 - 2½	—	38,537 7 2	—	41,202 12 3	—	87,093 8 5
Receipts during Financial Year:								
Wharf, Pier, Quay, or Dock Dues	26,069 5 11	—	27,177 12 4	—	29,126 8 7	—	28,382 3 11	—
Import, Export, Tonnage, or Ballast Dues	68,658 15 -½	—	65,544 15 1½	—	70,139 4 9½	—	67,282 15 4½	—
Pilotage Due	3,594 13 1	—	3,336 5 2	—	3,620 19 6	—	—	—
Rents, use of Lighters, Boats, Cranes, Machines, &c.	19,996 3 6	—	24,715 19 1½	—	25,620 2 1½	—	25,265 5 1	—
Money borrowed on Bond or other Security and Premium	32,400 - -	—	26,300 - -	—	60,100 - -	—	5,700 - -	-
Machines recharged to New Works, &c., 1893	—	—	—	—	—	—	17,540 2 11	—
Government Consolidated Stock withdrawn from Court: Proceeds of Land sold	—	—	-	—	—	—	—	—
Other Receipts	5,614 13 10	—	4,836 18 9	—	5,655 9 11	—	6,154 18 2	—
Ground, Donegall Quay Street, sold	—	—	—	—	—	—	—	—
	—	17,370 - 2½	—	38,537 7 2	—	41,202 12 3	—	87,093 8 5
TOTAL RECEIPTS during Year	156,333 11 4½	156,333 11 4½	151,911 10 6	151,911 10 6	194,262 4 11	194,262 4 11	150,325 5 5½	150,325 5 5½
TOTAL DEBITS	—	173,703 11 7	—	190,448 17 8	—	235,464 17 2	—	237,418 13 10½

RETURN OF

Nature of Debt.	AMOUNT OF EACH CLASS OF			
	1890.	1891.	1892.	893.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Secured Debt other than Government Loans:				
At 4 per cent. and not exceeding 5 per cent.	891,429 10 2	891,329 10 2	891,329 10 2	891,329 10 2
Below 4 per cent.	70,700 - -	97,000 - -	157,100 - -	162,800 - -
Government Loans:				
At 4½ per cent., 3½ per cent. Interest, 1½ per cent. Principal	53,860 - 1	51,110 9 1	48,271 11 -	45,340 7 6
TOTAL	1,015,989 10 3	1,039,439 19 3	1,096,701 1 2	1,099,469 17 8
Amount of Sinking Fund invested for future extinction of Debt and not yet applied	—	—		2,333 7 6

Miscellaneous Appendix No. 8—continued

OF BELFAST.

respect of Harbours, and of the Expenditure thereof, for the latest period of Twelve Months ended on o before the Accounts are made up.

FINANCIAL YEARS ENDED 31ST DECEMBER 1899.

OF BELFAST.

1894.		1895.		1896.		1897.		1898.		1899.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
—	69,786 6 7½	—	81,139 12 11	—	34,260 15 6	—	30,736 8 1	—	99,813 19 10	—	91,708 11 -
28,562 17 1	—	28,898 - -	—	29,992 12 4	—	31,639 10 -½	—	32,447 18 1½	—	32,286 18 8	—
71,476 6 10½	—	77,451 9 4	—	81,789 7 5	—	85,459 19 1½	—	86,368 - 2	—	88,065 3 10	—
—	—	—	—	—	—	—	—	—	—	—	—
25,592 4 10½	—	26,708 14 5	—	28,802 5 8	—	30,768 19 2	—	31,464 7 3½	—	32,286 19 7	—
48,800 - -	—	—	—	—	—	110,950 6 -	—	336 - -	—	10,035 4 -	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	7,914 5 8	—	—	—	—	—	—	—
6,993 - 3	—	9,376 - 10	—	4,782 - 2	—	6,761 9 -	—	13,460 7	—	8,748 10 8	—
—	—	—	—	—	—	—	—	—	—	6,000 - -	—
—	69,786 6 7½	—	81,139 12 11	—	34,260 15 6	—	30,736 8 1	—	99,813 19 10	—	91,708 11 -
181,424 9 1	181,424 9 1	142,434 4 7	142,434 4 7	153,280 11 3	153,280 11 3	265,580 3 4	265,580 3 4	164,076 7 2	164,076 7 2	177,422 16 9	177,422 16 9
—	251,210 15 8½	—	223,573 17 6	—	187,541 6 9	—	296,316 11 5	—	263,890 7 -	—	269,131 7 9

DEBT

DEBT AT END OF FINANCIAL YEAR.

1894.	1895.	1896.	1897.	1898.	1899.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
891,329 10 2	8,100 - -	900 - -	—	—	—
211,600 - -	1,077,384 10 -	1,082,014 10 -	1,181,734 10 -	1,187,034 10 -	1,189,994 10 -
42,313 18 9	39,189 2 10	35,962 15 9	32,631 11 7	29,192 2 1	25,640 16 11
1,145,243 8 11	1,124,623 12 10	1,118,877 5 9	1,213,366 1 7	1,210,226 12 1	1,215,635 6 11
5,055 17 6	7,855 5 -	10,754 6 4	13,624 10 -	17,340 - -	21,468 18 10

HARBOUR

Miscellaneous Appendix.

No. 8—continued.

53. RETURN of Tolls, Dues, Rents, and other Receipts levied under Statute, Charter, Usage, Custom, or other Authority in 31st March, for which the

STATEMENT OF EXPENDITURE FOR THE TEN

CONTRA.

	1890.		1891.		1892.		1893.	
By Expenditure during Financial Year :—	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Salaries	7,316 10 1	—	6,855 3 6	—	7,217 11 –	—	7,249 12 11	—
New Works and Improvements	36,679 17 3	—	44,702 18 6	—	8,915 14 5	—	61,184 1 3	—
Repairs and Maintenance of Works	24,662 19 3	—	25,061 2 1	—	35,938 18 2	—	24,105 4 4	—
Lighthouses or Floating Lights	299 18 4	—	425 17 2	—	525 18 10	—	542 17 4	—
Lighting Harbours, Docks, Piers, or Wharves	1,404 3 7	—	1,382 2 11	—	1,494 18 –	—	1,443 14 10	—
Rents, Rates, Taxes, and Insurances	5,200 15 1	—	5,462 6 6	—	4,769 8 5	—	5,725 5 8	—
Borrowed Money paid off (principal)	2,663 – 1	—	2,849 11 –	—	2,838 18 1	—	2,931 3 6	—
Interest and Annuities	39,032 19 1		40,182 16 5	—	40,863 1 11	—	42,567 13 7	—
Machines and Improvements expended thereon, less Depreciation	—	—	—	—	22,704 17 7	—	—	—
Invested in Sinking Fund for future extinction of Debt	—	—	—	—	—	—	2,349 11 1	—
Other Payments	17,906 1 8	—	22,324 7 4	—	23,102 2 4	—	19,533 2 9	—
TOTAL EXPENDITURE during Year	135,166 4 5	135,166 4 5	149,246 5 5	149,246 5 5	148,371 8 9	148,371 8 9	167,632 7 3	167,632 7 3
By Balance in favour (if any) at the close of Year	—	38,537 7 2	—	41,202 12 3	—	87,093 8 5	—	69,786 6 7½
TOTAL CREDITS	—	173,703 11 7	—	190,448 17 8	—	235,464 17 2	—	237,418 13 10½

OF BELFAST.

Miscellaneous Appendix. No. 8—continued.

respect of Harbours, and of the Expenditure thereof, for the latest period of Twelve Months, ended on or before the Accounts are made up—*continued.*

FINANCIAL YEARS ENDED 31ST DECEMBER 1899.

CONTRA. Cr.

1894.		1895.		1896.		1897.		1898.		1899	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
7,778 15 11	—	8,245 17 11	—	8,805 14 2	—	9,913 16 3	—	9,693 5 8	—	10,776 2 1	—
45,748 4 6	—	39,455 16 3	—	36,625 12 5	—	72,476 8 9	—	47,659 2 -	—	80,681 2 3	—
25,945 14 -	—	40,304 1 2	—	27,912 8 1	—	29,914 4 1	—	27,746 5 11	—	29,177 19 8	—
476 14 2	—	576 8 3	—	593 1 5	—	547 6 10	—	594 13 3	—	469 19 9	—
2,083 4 3	—	2,069 8 3	—	2,006 14 2	—	2,043 13 -	—	2,323 9 9	—	2,813 12 3	—
5,545 12 9	—	6,918 14 6	—	7,508 - 8	—	7,429 17 10	—	4,726 17 3	—	10,685 3 7	—
3,026 8 9	—	20,619 16 1	—	5,584 7 1	—	4,431 4 2	—	3,439 9 6	—	3,551 5 2	—
43,889 - 9	—	45,818 10 8	—	39,424 4 7	—	39,714 3 -	—	42,372 19 11	—	42,345 13 4	—
13,250 11 5	—	—	—	2,755 19 1	—	—	—	—	—	—	—
2,678 15 4	-	2,670 15 2	—	2,662 11 6	—	2,647 8 6	—	5,783 6 11	—	3,626 3 9	—
19,648 - 11½	—	22,633 13 9	—	22,926 5 6	—	27,384 9 2	—	27,852 5 10	—	33,804 6 5	—
170,071 2 9½	170,071 2 9½	189,313 2 -	189,313 2 -	156,804 18 8	156,804 18 8	196,502 11 7	196,502 11 7	172,181 16 -	172,181 16 -	217,931 8 3	217,931 8 3
—	81,139 12 11	—	34,260 15 6	—	30,736 8 1	—	99,813 19 10	—	91,708 11 -	—	51,199 19 6
—	251,210 15 8½	—	223,573 17 6	—	187,541 6 9	—	296,316 11 5	—	263,890 7 -		269,131 7 9

Miscellaneous Appendix.

No. 9.

9. Replies of the Dock Committee of the Corporation of Bristol.

(The numbers of the Answers correspond to those in the List of Questions. See Appendix 7.)

1. The Bristol City Docks (called the Floating Harbour) are situated on the River Avon about seven miles above Kingroad on the Bristol Channel.

The Avonmouth Dock is situated at the mouth of the River Avon on the Gloucestershire side of the River close to Kingroad.

The Portishead Dock is situated on the Somersetshire side of the River Avon east of Portishead Point and close to Kingroad.

2. The access to the Bristol City Docks is from Kingroad up the River Avon. Depth of water 33 feet ordinary spring tides; 23 feet ordinary neap tides.

The access to the Avonmouth Dock is direct from Kingroad Depth of water 38 feet ordinary spring tides; 28 feet ordinary neap tides.

The access to the Portishead Dock is also direct from Kingroad. Depth of water 34 feet ordinary spring tides; 24 feet ordinary neap tides.

Note.—H.W.O.S.T. is usually taken in Docks Engineer's Office to be + 30·00 O.C.B. The Admiralty Chart of Kingroad, No. 1859, published in 1881, gives L.W. mean springs 18·83 feet below Ordnance Datum, and states mean springs range 40 feet. This gives H.W. mean springs + 21·17 on Ordnance Datum, as Ordnance Datum is 7·58 feet above O.C.B. The level of H.W. mean spring on O.C.B. will be 28·75. The depth of water up to Bristol is given as the depth of water on Cumberland Basin Entrance Lock Sill.

3. Ordinary spring tides, 42 feet; ordinary neap tides, 24 feet.

That is, springs from — 12 to + 30, O.C.B., neaps from — 4 to + 20, O.C.B. Admiralty Charts give mean spring tides range 40 and neaps 22.

4. City Docks:

Length of Entrance Lock at Cumberland Basin is 350 feet.

Width of Entrance Lock at Cumberland Basin is 62 feet.

Depth of Entrance Lock at Cumberland Basin is 2 feet of river water.

Sill is 9 feet above low water ordinary spring tides at Avonmouth (*i.e.* sill level — 3·00 O.C.B.)

Length of Entrance Lock at Bathurst Basin is 154 feet.

Width of Entrance Lock at Bathurst Basin is 37 feet.

Sill is 9·32 feet above O.C.B. Datum, which is 7·58 below ordnance.

Length of Entrance Lock at Totterdown Lock is 106 feet.

Width of Entrance Lock at Totterdown Lock is 19 feet.

Sill is 15·00 feet above O.C.B. Datum.

Length of Entrance Lock at Netham Lock is 106 feet.

Width of Entrance Lock at Netham Lock is 19 feet.

Sill is 20·38 feet above O.C.B. Datum.

Avonmouth Dock:

Length of Entrance Lock is 488 feet.

Width of Entrance Lock is 70 feet.

Depth of Entrance Lock (Dry at low water, ordinary spring tides).

Sill is 4 feet above low water ordinary spring tides (*i.e.* sill level is — 8·00 O.C.B.).

Portishead Dock:

Length of Entrance Lock is 472 feet.

Width of Entrance Lock is 66 feet.

Depth of Entrance Lock (Dry at low water, ordinary spring tides).

Sill is 8 feet above low water ordinary spring tides (*i.e.* sill level is — 4·00 O.C.B.).

5. Two, viz.:

One from Cumberland Basin into Floating Harbour, 350 feet long, 62 feet wide; upper sill 23 feet below normal level of water in Floating Harbour, lower sill 26 feet below normal level of water in Floating Harbour.

One from Bathurst Basin into Floating Harbour, 154 feet long, 37 feet wide.

6. Three, viz.:

Bristol City Docks (called the Floating Harbour); acreage of land, 51a. Acreage of water, 83a (including Cumberland Basin, 4½ acres, and Bathurst, Basin 2 acres.

Avonmouth Dock. Acreage of land, 60a. Acreage of water, 19a.

Note.—Total property at Avonmouth including dock area, 180 acres

Portishead Dock. Total area 71 acres, including water. Deep portion taken as dock area, 12 acres. Balance taken as land, 59 acres.

7. City Docks, 4½ miles, gross net wharfage, 3,600 yards: Avonmouth Dock, 1 mile; Portishead Dock, ⅓ mile including lock and pier ⅓ mile dock wharf.

8. At the City Docks the widths of the quays at the principal berths are as follows :—

Description.		Between Shed and Coping.	Width of Shed.	Behind Shed.	Total.
Canon's Marsh (Average width of quay throughout, including sheds, 90 feet 6 inches) :		Feet.	Feet.	Feet.	Feet.
Shed Ta, Tb	Maximum	40	73	55	168
	Average	40	73	49	
Shed V	Maximum	14	83	Nil.	97
	Average	14	67	Nil.	
Dean's Marsh (Average width of quay throughout, including sheds, 73 feet) :					
Shed U	Maximum	15	70	Nil.	85
	Average	15	52	Nil.	
Shed W	Maximum	10	75	Nil.	85
	Average	10	75	Nil.	
Shed F	Maximum	7	52	Nil.	59
	Average	7	52	Nil.	
Broad Quay (Average width of quay throughout, including sheds, 30 feet 6 inches) :					
Shed A, B	Maximum	5	36	10	51
	Average	5	36	8	
Narrow Quay (Average width of quay throughout, including sheds, 30 feet) :					
Shed Sc, Sb, Sa	Maximum	4	27	Nil.	31
	Average	3	27	Nil.	
Grove (Average width of quay throughout, including sheds, 27 feet) :					
Shed F, E	Maximum	35	70	28	133
	Average	35	70	25	
Prince's Wharf (Average width of quay throughout, including sheds, 101 feet) :					
Grain Sheds	Maximum	36	65	16	117
	Average	33	57	8	
Granary	Maximum	22	98	12	132
	Average	22	98	8	
Shed N, M, T	Maximum	49	53	30	132
	Average	49	53	30	
Bathhurst Wharf (Average width of quay throughout, including sheds, 142 feet) :					
Shed K, J, H, G	Maximum	52	55	34	142
	Average	52	55	34	

Miscellaneous Appendix. — No. 9—continued.

At Avonmouth the widths of the quays at the principal berths are as follows :—

Description.	Width between Shed and Coping.	Width of Shed.	Behind Shed.	Total.
East Side (Average width of quay throughout, including sheds, 233 feet) :	Feet.	Feet.	Feet.	Feet.
Sheds 1 to 7 - - - Maximum -	48	156	65	
Sheds 12 to 15 - - - Average -	48	156	52	
Sheds 8, 9, 10, and 13, and Shed M - - - - Maximum -	48	88	92	
Sheds 8, 9, 10, and 13, and Shed M - - - - Average -	48	82	82	
West Side (Average width of quay throughout, including sheds, 350 feet) :				
Transit Sheds 1, 2, and 3 - Maximum -	39	68	350	
Transit Sheds 1, 2, and 3 - Average -	39	68	243	
West Side (Average width of quay throughout, including sheds, 500 feet) :				
Shed at West side of Dock Extension - - - Maximum -	49	130	321	
Shed at West side of Dock Extension - - - Average -	49	130	321	

At Portishead the widths of the quays at the principal berths are as follows :—

Description.	Width between Shed and Coping.	Width of Shed.	Behind Shed.	Total.
(Average width of quay throughout, including sheds, 120 feet) :	Feet.	Feet.	Feet.	Feet.
Average - - - - - - - - -	35	50	35	120

9. Four Graving Docks at the Bristol City Docks, approachable from the Floating Harbour, and one Pontoon Dock at Avonmouth, approachable from the Dock.

10. Bristol City Docks :

Albion Dry Dock.—542 feet long, 52 feet wide ; depth of water 14½ feet below normal float level, which is 2·64 feet below high water, ordinary spring tides.

Great Western Dry Dock.—325 feet long, 48 feet wide ; depth of water, 10 feet below normal float level, which is 2·64 feet below high water, ordinary spring tides.

Stothert's Dry Dock.—305 feet long, 57 feet wide ; depth of water, 12 feet below normal float level, which is 2·64 feet below high water, ordinary spring tides.

Lime Kiln Dry Dock.—159 feet long, 33 feet wide ; depth of water, 9 feet below normal float level, which is 2·64 feet below high water, ordinary spring tides.

Patent slip for small craft up to 110 feet long.

Gridiron, tidal, 260 feet long, 41 feet wide.

Avonmouth Dock.—Floating Pontoon Dock.—365 feet ong, 60 feet wide ; draught, 19 feet below normal dock level, which is 2 feet below high water, ordinary spring tides.

Portishead Dock.—Nil.

11. The Dry Docks belong to private owners, the Floating Pontoon Dock, Patent Slip and Tidal Gridiron to the Corporation of Bristol.

12. Dry Dock Charges are competitive and not published, but may be taken at about $\frac{3}{4}d.$ per ton per tid e afte the first 24 hours, with an entry fee of about 5*l*. Cost of labour in docking, shoring and undocking extra, the entrance fee covering the use of the dock for 24 hours. The following tables show the Corporation Rates :—

RATES for Use of Pontoon Dock.

	Reg. Fee.	For 12 hours or any part thereof.	For every additional 12 hours or any part thereof.
	£	£ s. d.	£ s. d.
For Vessels not exceeding 300 tons gross register -	3	4 – –	0 12 6
„ „ 400 „ „	3	5 – –	0 15 –
„ „ 500 „ „	3	6 – –	0 17 6
„ „ 600 „ „	3	7 – –	1 –
„ „ 700 „ „	3	8 – –	1 2 6
„ „ 800 „ „	3	9 – –	1 5 –
„ „ 900 „ „	3	10 – –	1 7 6
„ „ 1,000 „ „	3	11 – –	1 10 –
„ „ 1,200 „ „	3	12 10 –	1 15 –
„ „ 1,400 „ „	3	14 – –	2 –
„ „ 1,600 „ „	3	15 10 –	2 5 –
„ „ 1,800 „ „	3	17 – –	2 10 –
„ „ 2,000 „ „	3	18 10 –	2 15 –
„ „ 2,250 „ „	3	20 – –	3 – –
„ „ 2,500 „ „	3	21 10 –	3 5 –
„ „ 2,750 „ „	3	23 – –	3 10 –
„ „ 3,000 „ „	3	24 10 –	3 15 –
„ „ 3,250 „ „	3	26 – –	4 – –
„ „ 3,500 „ „	3	27 10 –	4 5 –
„ „ 3,750 „ „	3	29 – –	4 10 –
„ „ 4,000 „ „	3	30 10 –	4 15 –

TABLE of Rates for Use of Gridiron.

VESSELS.	For the first Grounding.	For each subsequent Grounding.
	£ s. d.	£ s. d.
Under 100 tons register - - - - - - - - - -	1 – –	– 10 –
100 tons and under 200 tons register - - - - - -	1 10 –	– 15
200 tons and not exceeding 300 tons register - - - -	2 – –	1 – –
And if exceeding 300 tons register, then in addition for every 50 tons or part of 50 tons above 300 tons register.	– 5 –	– 2 6

TABLE of Rates. Patent Slip.

CLASS OF VESSEL.	Rate for first day or fractional part of a day.	Rate per day or fractional part of a day after first day.
	£ s. d.	£ s. d.
Barges - - - - - - - - - - -	2 10 –	– 15 –
Trows, Sloops, or Steam Tugs under 75 feet length of keel -	2 15 –	– 17 6
Schooners, Steam Tugs, or other vessels between 75 feet and 110 feet length of keel.	3 – –	1 – –

NOTE.—These rates are for each working day, or fractional part of same, Sundays, Christmas Day, and Good Friday not being charged for.

Miscellaneous Appendix.

No. 9—continued.

13. Yes. In the hands of the Dry Dock Owners. None adjoining Pontoon Dock at Avonmouth.

14. The Port and Harbour of Bristol extends from Hanham Lock, 4 miles above Bristol, on the River Avon, to the mouth of the said River at Kingroad, and thence down the River Severn and the Bristol Channel from Kingroad westward to the Steep Holmes and Flat Holmes.

From time immemorial the Mayor, Aldermen and Burgesses of the City of Bristol have been owners of the Port of Bristol and entitled to receive dues on ships resorting thereto and on their cargoes, and are conservators of the rivers within the said port. There are no other docks within this jurisdiction other than those already described.

15. At the City Docks the only railway owned by the Corporation of Bristol is the railway running on each side of the sheds and granary situated on the Bathurst and Prince's Wharves down to other lines contiguous to the deep-water berths in the Floating Harbour, and those now in course of construction under the provisions of "The Bristol Dock Act, 1897," and "The Great Western Railway (Bristol lines) Act, 1897," which are owned by the Great Western Railway Company. The Midland Railway Company have no railway access to the deep-water berths in the Floating Harbour. They collect all traffic from all points in the Harbour by means of large steam barges which are discharged into their trucks at a wharf above Bristol Bridge, and which is connected with their system.

At Avonmouth Dock the whole of the lines round the Dock are owned by the Corporation, and are connected with the Great Western and Midland Railway Companies' sidings.

At the Portishead Dock the whole of the lines round the Dock belong to the Corporation, and are connected with the sidings and main line of the Great Western Railway Company.

16. At the Avonmouth and Portishead Docks the Corporation by means of their own locomotives fetch the empty trucks from the railway companies' sidings and haul them to the ship's side or warehouse from which the goods have to be taken, load up the trucks and re-deliver them to the sidings of the Great Western Railway Company and Midland Railway Company at Avonmouth, and to the Great Western Railway Company at Portishead, and accept all responsibility of conveyance thereto. The railway companies shunt and marshal the trucks.

At the City Docks the Great Western Railway Company place the trucks on the lines of railway alongside the Bathurst and Prince's Wharves, and fetch them away after they are loaded by the servants of the Corporation.

Neither at Avonmouth, Portishead nor the City Docks do the Corporation receive any payment whatever from the railway companies in respect of the extensive terminal services performed. This presses specially heavily on the Corporation of Bristol in respect of the Avonmouth and Portishead Docks, where the lines of railway owned and maintained by them are extensive, and the cost of maintenance thereof and locomotive power employed thereon is necessarily heavy, whilst much of the traffic is discharged direct into truck for conveyance by railway to inland places, leaving little or no profit other than dues (which are comparatively trifling) to the Corporation to cover dock charges, including interest on the large capital outlay made in the provision of terminal facilities. If, as now, owing to the vastly increased size of vessels employed in ocean traffic, it has become necessary to provide vastly more extensive dock accommodation suitable for such vessels, it would seem only equitable that the railway companies, who thereby get such increased weights of goods on their systems and enjoy the additional freight derived therefrom, should contribute far more than they now do to the dock companies in the shape of terminals, so as to cover the interest on the additional capital which the dock companies have had to raise in order to provide such additional accommodation, and which for the class of vessel in question is exceedingly costly. Whilst on this subject it may also be remarked that dock companies have all been very severely hit of late years financially by the present system of measurement of tonnage and the deductions allowed therefrom and the increasing ability of shipbuilders to constantly devise a class of vessel whose carrying capacity is increasingly becoming more and more disproportionate to her net register tonnage, which latter, and not the gross register tonnage, is the standard on which she pays all dock and light dues. If dock accommodation is to keep pace with the requirements of modern vessels, Parliament must legislate in the direction of affording greater justice as between (1) railway companies and dock companies, and (2) shipowners and dock companies, otherwise it will be found impossible for the latter to raise the additional capital now required to provide, as foreign ports are rapidly doing, the vastly increased lock, quay, shed, and railway accommodation which this traffic necessitates.

17. There are roads to all the docks for local hauling and direct communication also with the following canal system, viz.:— The Kennett and Avon Canal, the Wilts and Berkshire Canal, and the Gloucestershire and Birmingham Navigation viâ Sharpness, Gloucester, and Tewkesbury.

18. At the City Docks, a portion of the floating harbour is lined with private wharves, warehouses and yard not the property of the Corporation, but at Avonmouth and Portishead the whole of the wharves are owned by the Corporation. Facilities have and would always be granted to private persons or companies for the erection of works on the dock property, especially where such works are likely to result in increased tonnage and revenue accruing to the dock estate. The Anglo-American Oil Company have erected tanks for the storage of petroleum on land leased from the Corporation at Avonmouth, and the Anglo-Caucasian Oil Company are also about to do the same.

19. The whole of the docks within the Port of Bristol, as previously stated, are now owned by the Corporation of Bristol, and are managed by a committee of the town council, consisting of 19 members, who are appointed annually to manage the affairs of the dock estate under the provisions of the several Dock Acts, and to report thereon from time to time to the council. There has been no alteration in this arrangement since 1884, when the Avonmouth and Portishead portions of the existing dock estate were taken over from private companies who constructed them.

20. The staff maintained by the Docks Committee consists of:—

1. A secretary and general manager.
2. Engineer and assistants and large staff of draughtsmen and clerks.
3. A chief clerk.
4. A legal officer.
5. Collector of dock dues, and clerks.
6. Six dockmasters.
7. Three traffic managers and other officials.
8. A large number of permanent clerks, foremen, mechanics and labourers.

21. At the City Docks the shipowner, merchants, and private warehousemen provide almost entirely the general labour required at the various public wharves and quays. The Docks Committee, however, provide the labour at their granary and grain storage sheds.

At Avonmouth and Portishead Docks the Corporation provide almost the entire labour both for shipowner and merchant, but have not got a monopoly of the work, it being open to any shipowner or trader to do his own work if he so thinks fit. The dock revenue could be considerably improved if the dock owners were given by Parliament a monopoly of all labourage performed within the dock premises. As a rule all the "Liner" work is entrusted at Avonmouth to the Docks Committee by the shipowner.

22. The Corporation of Bristol are under specific statutory obligation to maintain a depth of 22 feet of water within the Floating Harbour at Bristol, and a depth of 6 feet of water in the feeder canal leading thereout of to the Bath Navigation, and to maintain certain towpaths, and to all the general obligations, as set out in Section 33 of 'The Harbours, Docks and Piers Clauses Act, 1847," and the several Bristol Dock Acts with which that Act is incorporated.

23. There is no power at present to sell the dock estate of the Corporation of Bristol. The outstanding debt amounts to £2,512,900, the interest on which is secured by the revenues of the Dock Estate and the Borough Fund.

24. (*a*) Prior to "The Pilotage Order Confirmation (No. 1) Act, 1891," the pilots were under the control of the Corporation of Bristol through the Docks Committee, and pilotage was compulsory from Lundy Island right up to the City Docks.

(*b*) Under this Act a Pilotage Board, independent of the dock authority, and consisting of nine members of the Town Council, three shipowners, and three pilots, was constituted, and the control of the pilots was vested in this Board, and the limits of compulsory pilotage were reduced from Lundy Island to the limits of the port of Bristol itself.

The pilotage rates are as stated in the following document:—

Bristol Pilotage.

"We, the Mayor, Aldermen and Burgesses of the City of Bristol, in pursuance of the powers vested in us by the Merchant Shipping Acts, 1854 to 1889, "The Bristol Wharfage Act, 1807," "The Bristol Dock Act, 1848," and of every other Act or power enabling us in this behalf do hereby make the following bye-laws:

i. "From and after the passing of an Act confirming the Bristol Pilotage Order, 1891, so much of the bye laws, rules and orders made by the council of the said city on the 1st day of January, 1853, for the conduct, management, and government of all pilots, watermen and others employed in any pilot boats or other vessels or boats within the Port of Bristol and within the Bristol Channel to the Eastward of Lundy Island as fixes the allowances, rates or fares to be payable to every licensed pilot navigating, mooring, or unmooring any ship or vessel in the Bristol Channel or Port of Bristol and for every man, horse or boat employed or used in such service, shall be repealed.

ii. "From and after the passing of the said Act every licensed pilot who may be employed to pilot any ship or vessel to or from the Port of Bristol shall be paid according to the registered tonnage of such ship or vessel the following rates:

Between	Under 100 tons.	100 and under 200 tons.	200 and under 300 tons.	300 and under 400 tons.	400 and under 500 tons.	500 and under 600 tons.	600 and under 700 tons.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Lundy and the Nash Point	– 18 –	1 2 3	1 6 3	1 10 3	1 14 6	1 18 6	2 2 6
The Nash Point and the Holmes	– 18 –	1 2 3	1 6 3	1 10 3	1 14 6	1 18 6	2 2 6
The Holmes and Kingroad	– 11 –	– 14 –	– 17 6	1 1 3	1 4 9	1 8 3	1 12 6
Kingroad and Avonmouth Dock or Portishead Dock	– 10 3	– 14 –	– 17 6	1 1 3	1 4 9	1 8 –	1 11 6
Kingroad and City Docks	– 12 6	– 17 –	1 1 9	1 6 3	1 10 9	1 15 –	1 19 –
The Holmes and Avonmouth Dock or Portishead Dock	1 1 3	1 7 9	1 15 –	2 2 3	2 9 3	2 16 3	3 3 9
The Holmes and City Docks	1 3 3	1 10 9	1 19 –	2 7 3	2 15 6	3 3 3	3 11 3

Between	700 and under 800 tons.	800 and under 900 tons.	900 and under 1,000 tons.	1,000 and under 1,100 tons.	1,100 and under 1,200 tons.	1,200 and under 1,300 tons.	1,300 and under 1,400 tons.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Lundy and the Nash Point	2 6 3	2 10 –	2 14 –	2 17 3	3 – 6	3 4 –	3 7 3
The Nash Point and The Holmes	2 6 3	2 10 –	2 14 –	2 17 3	3 – 6	3 4 –	3 7
The Holmes and Kingroad	1 15 6	1 19 –	2 2 3	2 5 3	2 8 3	2 11 3	2 14
Kingroad and Avonmouth Dock or Portishead Dock	1 14 9	1 18 –	2 1 –	2 4 3	2 7 3	2 10 3	2 13 6
Kingroad and City Docks	2 3 3	2 7 3	2 11 3	2 15	2 19 6	3 3 9	3 7 9
The Holmes and Avonmouth Dock or Portishead Dock	3 10 ·	3 17 –	4 3 3	4 9	4 15 6	5 1 6	5 7 9
The Holmes and City Docks	3 18 6	4 6 3	4 13 6	5 6	5 7 9	5 15 –	6 2 –

Miscellaneous Appendix. No. 9—continued.

Between	1,400 and under 1,500 tons.	1,500 and under 1,600 tons.	1,600 and under 1,700 tons.	1,700 and under 1,800 tons.	1,800 and under 1,900 tons.	1,900 and under 2,000 tons.	For each 100 above 2,000 tons.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Lundy and the Nash Point	3 10 6	3 14 –	3 17 3	4 – 6	4 4 –	4 7 3	– 3 3
The Nash Point and the Holmes	3 10 6	3 14 –	3 17 3	4 – 6	4 4 –	4 7 3	– 3 –
The Holmes and Kingroad	2 17 6	3 – 6	3 3 9	3 6 9	3 9 3	3 11 9	– 2 –
Kingroad and Avonmouth Dock or Portishead Dock	2 16 6	2 19 6	3 2 9	3 5 9	3 8 9	3 11 9	– 3 –
Kingroad and City Docks	3 11 9	3 16 –	4 – –	4 4 3	4 8 3	4 12 3	– 4 –
The Holmes and Avonmouth Dock or Portishead Dock	5 14 –	6 – –	6 6 3	6 12 3	6 18 –	7 3 6	– 5 6
The Holmes and City Docks	6 9 3	6 16 6	7 3 6	7 10 9	7 17 6	8 4 –	– 6 6

And in addition thereto any pilot who may be required to remain on board any ship or vessel for the convenience of the captain, master, owner or agent shall be paid ten shillings for every day or part of a day he may be retained on board while at anchor.

iii. "Every licensed pilot shall pay to the duly appointed officer of the pilotage authority towards the Pilotage Fund five per cent. of all moneys received by such pilot in pursuance of the preceding bye-law so soon as he shall have received the same.

iv. "Every master and mate who holds a pilotage certificate granted by the pilotage authority in pursuance of "The Merchant Shipping Act, 1854," shall, on every occasion that he may navigate his vessel within the portion of the Bristol pilotage district in which pilotage is compulsory, pay to the duly appointed officer of the authority as a contribution to the Pilotage Fund five per cent. of the rates which would have been payable in respect of the pilotage of his vessel within such portion of the district if he had not held a pilotage certificate. Provided that such contribution shall not be payable more than once in every 24 hours in respect of any such vessel which is not navigated outside the district in which pilotage is compulsory.

"In witness whereof, we, the Mayor, Aldermen and Burgesses of the City of Bristol, have hereunto caused our common seal to be set and affixed this 7th day of July, 1891.

L.S.

Daniel Travers Burges,
Town Clerk.

Approved by Her Majesty in Council on the 30th day of July, 1891."

(c) The Docks Committee of the Corporation deal with the silting up of the river and accumulation of refuse so far as it affects the navigation.

25. The dredging and maintenance of the navigable channel is under the control of and performed by the Docks Committee by ordinary dredgers, the cost thereof being debited against the revenue of the Dock Estate.

26. Annual Cost.

—	City Docks	Avonmouth Dock.	Portishead Dock.
	£	£	£
Inside Dock	6,000	1,000	150
Outside Dock	1,500	1,000	100

Number of Dredgers.—One 1,000 tons hopper ladder dredger, capable of lifting 600 tons per hour.

One fixed ladder dredger, capable of lifting 400 tons per hour.

One fixed ladder dredger, capable of lifting 80 tons per hour.

One fixed ladder dredger, capable of lifting 70 tons per hour.

One fixed grab dredger, capable of lifting 40 tons per hour.

One scraper or drag-boat

Building.—One steam hopper barge, to carry 600 tons, with grab dredger

One steam hopper barge, to carry 600 tons, without dredger.

The Dredged Material.—At present about one-half of the dredged material is deposited in front of the underfall sluices, and washed through into the river Avon; the remainder is conveyed to sea, and deposited near the Denny Islands, 10½ miles from Bristol, 3½ miles from Avonmouth. On completion of the two hopper barges now building almost all the dredged material will be conveyed to sea.

27. The Docks Committee have the control of and deal with this matter, and the cost of doing so for each of the last ten years has been as follows:—

	£		£
1891	1,848	1896	1,716
1892	1,646	1897	1,410
1893	945	1898	1,084
1894	955	1899	1,329
1895	740	1900	2,405

28. Under the powers of the Bristol Dock Acts, 1848–1881, 1884, 1893, and 1897, the Corporation have power to make bye-laws and regulations. See copies of the Byelaws.

29. The City and the Portishead Docks are at present lighted by gas, but the Avonmouth Dock is lighted by gas and electricity. Goods are often discharged at night, chiefly from ocean liners and the regular steam coastwise traders, and under other special and urgent circumstances.

30.

	City Docks.		Avonmouth.		Portishead.	
	No.	Power.	No.	Power.	No.	Power.
Hand cranes	2	5 tons	1	10 tons	Nil	Nil
	1	4 tons				
	2	2 tons				
	3	30 cwt.				
	1	20 cwt.				
Steam cranes	1	35 tons	2	5 tons	2	2 tons
	1	18 tons	2	3 tons		
	–	—	4	2 tons		
Hydraulic cranes	1	5 tons	1	30 tons	Nil	Nil
	7	30 cwt.	1	15 tons		
	–	—	12	30 cwt.		

31. Dry Dock and City Docks:
Sheer legs about 50 tons.

At Avonmouth and Portishead Docks:
None.

32. There are no special mechanical appliances at the City or Portishead Docks for loading coal, but a the Avonmouth Dock there is a special Armstrong's coaling crane with a capacity of 30 tons, which lifts the railway truck over the hold of the vessel and tips contents direct into the vessel.

33. At the City Docks there are no elevators for working *ex* the hold of the vessel. The grain is trimmed and sacked by hand in the hold, raised by ship's winch to the deck and carried by hand labour to railway trucks, carts or lighters for conveyance to public or private warehouses. At the Corporation Granary at Bristol there are four elevators for conveyance thereto of grain which has been tipped into the hoppers on the quay and which is then taken up direct into any floor thereof.

At the Avonmouth and Portishead Docks there are elevators for taking the grain from ship's or hulk's hold direct into store. The charges are now under revision, owing to the extra rates of wages lately granted to all dock labourers in the Port of Bristol. Further mechanical facilities for ensuring still more rapid discharge of grain and other cargoes from the hold of the vessel are now under consideration.

34. Every reasonable facility has been provided and especially at Avonmouth Dock, where the largest liners ply, for delivering direct from the holds of vessels into sheds, railway trucks, carts or barges, it being a prominent feature of the Port of Bristol that the greater portion of the cargoes imported are required to be so delivered direct from the ship to their destination, with the greatest possible despatch. The modern system of conducting commerce necessitates far more attention to this being given. Vessels are so large and costly that in order to make them profitable ventures they must be loaded and unloaded very expeditiously. The port that has the means of doing this is the one most appreciated by the shipowner. For this purpose enormously increased quay and shed space and trucking and handling facilities are requisite as compared with what was thought sufficient 10 years ago. Unless every facility be so given to ensure despatch and economical working, the traffic of the port cannot possibly be retained or developed, and it is probably for want of this that Antwerp and Hamburg are robbing London of some of its previous traffic.

35. Storage of Timber.—At the City Docks timber is usually discharged and stacked at the private wharves at the lower end of the harbour owned by the importers. The Corporation are now about to provide also a public timber wharf. No accommodation has been provided at the City Docks by the Docks Committee for mineral oils. Cold air stores and extensive lairage for live stock have been provided by the Docks Committee near Cumberland Basin.

At Avonmouth Dock very extensive storage for timber (both covered and open) has been provided, and for mineral oils. Also cold air stores for meat and provisions and lairage for live stock have all been provided by the Docks mmittee at an enormous outlay

At Portishead Dock there is at present no special facility for storing this class of goods, but ample space exists for such purpose whenever the trade requires it.

Miscellaneous Appendix.

No. 9—continued.

Bristol City Docks.

Area of Sheds and Covered Ways belonging to Dock Authority.

	Square Yards.	Number of Floors.		Square Yards.	Number of Floors.
Prince's Shed	1,353	1	Shed, W.B., Burton's (Welsh Back)	454	1
Covered Way	1,265				
Bathurst Sheds	2,684	2	Welsh Back, Shed C and D	889	1
Covered Way	2,293		Covered Way	576	
New Grain Shed, Prince's Wharf	2,458	2	Welsh Back, Shed X	456	1
Do. Do.	1,512	2	Glasgow Shed	1,417	1
Deans Marsh, Shed T (A)	2,239	1	Covered Way	669	
Covered Way	1,768		Hide Shed	364	1
Deans Marsh, Shed V (C)	1,507	1	Grove Shed, E and F	812	1
Do. W (D)	4,080	2	Covered Way	890	
Do. U (B)	1,522	1	Bathurst Basin Shed	140	1
Covered Way	235		Cork Shed, Cumberland Basin	712	1
Deans Marsh, Shed E (E)	2,000	2	Waterford Shed, Cumberland Basin	581	1
Broad Quay Shed	811	1	East Mud Dock Shed (Building)	4,187	2
Narrow Quay Shed	501	1	Granary, Princes Wharf	14,957	7
Covered Way	500		Covered Way	400	

Avonmouth Docks.

Area of Sheds and Covered Ways belonging to Dock Authority.

	Square Yards.	Number of Floors.		Square Yards.	Number of Floors.
Shed, No. 1	803	1	Shed, "M" (next to "K" Warehouse)	2,846	1
Covered Way	564		Covered Way	2,167	
Shed, No. 2	1,244	1	Shed, No. 12	5,930	2
Covered Way	777		Covered Way	3,900	
Shed, No. 3	2,433	3	Shed, No. 13	2,012	2
Covered Way	544		Covered Way	940	
Shed, No. 4	1,258	1	Shed, No. 15	3,294	1
Covered Way	770				
Shed, No. 5	3,566	3	Transit Shed, No. 1	5,308	2
Covered Way	666		Covered Way	995	
Shed, No. 6	1,244	1	Transit Shed, No. 2	5,308	2
Covered Way	961		Covered Way	995	
Shed, No. 7	381	1	Transit Shed, No. 3	5,906	2
Covered Way	366		Covered Way	640	
Shed, No. 8	1,242	1	New Shed, West side of Dock Extension "N"	4,660	1
Covered Way	1,111		Covered Way	3,033	
Shed, No. 9	1,461	3	Fruit Shed	2,000	2
Covered Way	311		Covered Way	650	
"K" Warehouse, No. 10	6,414	6	Granary, West Side of Dock (gross area)	21,262	8
Covered Way	1,117		Covered Way	961	

PORTISHEAD DOCK.

AREA of SHEDS and COVERED WAYS belonging to DOCK AUTHORITY.

	Square Yards.	Number of Floors.		Square Yards.	Number of Floors.
Shed, No. 1	5,086	2	Shed, No. 4	886	1
Covered Way	998		Shed, No. 5	910	1
Shed, No. 2	5,919	2	Shed, No. 6	1,212	1
Covered Way	998		Shed, No. 7	15,066	6
Shed, No. 3	5,672	2	Shed, No. 8	2,275	1
Covered Way	998				

37. The granaries, sheds and warehouses as above alluded to are owned, worked, and maintained by the Corporation, and are not leased to any private firm.

38. The warehousing is conducted under the provisions of "The Bristol Dock Act, 1881," 44 & 45 Vict. cap. 168 and of subsequent Acts. The system pursued in regard to working, book-keeping, insurance, deliveries, maintenance of condition, &c., is much the same as that in vogue at other public docks and private wharves. The warehouses owned by the Corporation for the most part lie immediately behind the transit sheds, and grain, which is the chief article stored, is conveyed thereto by mechanical means direct from the importing vessel or from lighters or trucks filled alongside the vessel. All laborage within the warehouses is performed by the Corporation staff. The insurance of goods within the warehouses is also effected and attended to by the Corporation. All delivery orders, which are coming in all day long, are as a rule executed on the day they are received. Warrants on goods stored are issued by the Corporation and are negotiable documents. The profits and revenue from warehousing are very moderate, there being considerable competition with private firms and the tendency at this port on the part of merchants being very largely in favour of direct ex ship delivery, storage being only resorted to in the case of falling markets or under special circumstances.

As a source of dock revenue ordinary warehousing generally is a waning item. Cold storage for provisions etc., is however increasing, and is a profitable item.

39. Cargo is not allowed to remain in the transit sheds beyond 72 hours without payment of rent or fine as per Bye-Laws.

40. See schedule of consolidated dues on shipping and rates on goods is enclosed. The former are paid by the shipowner and the latter by the owners or consignees of the cargo, and are payable in respect of entry to the port. There are no other dues levied by the Dock Authority at this port on either goods or vessels, and there are no export dues of any kind on either vessel or cargo.

41. The tonnage of ships is arrived at under the rules of "The Merchant Shipping Act," each vessel being compelled by statute to produce its register on payment of dues and a manifest of the cargo on board.

42. All dues at Bristol are in respect of entry to the Port, which extends down to the Steep Holmes, 20 miles below Bristol, and not in respect of landing over any particular wharf or quay. Full dues are payable on all import cargo, whether delivered overside or not, into lighters or other craft. The Docks Committee have, however, power from the Council to remit half dues on all goods transhipped direct from bottom to bottom and taken out of the Port at once by water without changing ownership.

43. Yes. See Answer 42.

44. There is no due on lighters using the wet docks. The Docks Committee have power under Section 6 of "The Bristol Dock Act 1881" (44 & 45 Vict. c. 168) to levy small annual licence fees on all barges or lighters using the Dock, and they exercise the same. There are no special regulations relating to lighters or barges. The revenue derived from licence fees averages about £1,260 per annum—a wholly inadequate sum—considering the accommodation given and services performed, and the cost entailed on the Dock Estate by those vessels for locking, police, &c. Parliament ought to sanction for all Docks a much higher annual licence fee or a small toll, say 1*d.* per ton register on the barge itself, and 1*d.* to 6*d.* per ton (or say according to value) on all cargo carried in such barges and on each occasion they pass through from one Dock to another.

45. At the City Docks there is keen competition between the Owners of private warehouses and the Corporation for warehousing grain, flour, oilcake and such like goods, but at Avonmouth and Portishead Docks there are at present no warehouses other than those owned by the Corporation. A large volume of goods, however, and especially provisions discharged from the liners is delivered at that Dock overside into lighters or trucks and taken up to the private warehouses or yards at Bristol for storage, and this notwithstanding that the Corporation have gone to such great expense in providing all sorts of warehouse accommodation at this Dock, and that ample warehousing room is as a rule always available for all goods imported there.

46. There are no exceptional privileges granted to shipowners except the grant of the preferential use of quay and shed berths to regular lines of steamers, for which annual rents are paid or the monopoly of their laborage entrusted to the Corporation.

47. All vessels which have put back in distress, also those belonging to Her Majesty and the yachts of cert in clubs, are exempted from payment of dues, but no others.

Miscellaneous Appendix.

No. 9—continued.

48. Towage is competitive and varies in cost. The latest published tariff, both for sea and harbour towage is as follows:—

HARBOUR TOWAGE.

By agreement between the Bristol Docks Committee and the Owners of Harbour Tugs the following are the Rates payable for Towage within the Floating Harbour on and from July 2nd, 1900.

On a Vessel of	Rates. No. 1. With One Tug.	Rates. No. 2. With Extra Tug.
	£ s. d.	£ s. d.
Under 100 Tons net register - -	– 6 –	– – –
100 and under 200 „ „ - -	– 10 –	– – –
200 „ 300 „ „ - -	– 15 –	– – –
300 „ 400 „ „ - -	– 17 6	– – –
400 „ 500 „ „ - -	1 – –	– – –
500 „ 600 „ „ - -	1 2 6	2 5 –
600 „ 700 „ „ - -	1 5 –	1 17 6
700 „ 800 „ „ - -	1 7 6	2 1 3
800 „ 900 „ „ - -	1 10 –	2 5 –
900 „ 1000 „ „ - -	1 12 6	2 8 9
1000 „ 1100 „ „ - -	1 17 6	2 16 3
1100 „ 1200 „ „ - -	2 2 6	3 3 9
1200 „ 1300 „ „ - -	2 7 6	3 11 3
1300 „ 1400 „ „ - -	2 12 6	3 18 9
1400 „ 1500 „ „ -	2 17 6	4 6 3
1500 „ 1600 „ „ - -	3 2 6	4 13 9
1600 „ 1700 „ „ - -	3 7 6	5 –
1700 „ 1800 „ „ - -	3 12 6	5 – –
1800 „ 1900 „ „ - -	3 17 6	5 – –
1900 „ 2000 „ „ - -	4 2 6	5 – –
2000 „ 2100 „ „ - -	4 7 6	5 – –
2100 Tons net register or over - - - -	4 7 6	5 – –

The Pilot and the Captain of the vessel to be towed to decide whether or not a second tug is required. In the event of any dispute the question is to be referred to the Dock Master or Water Bailiff, whose decision is to be final.

VESSELS SHIFTING BERTHS.

1. Vessels shifting from one berth to another in the Harbour to pay half rate as shown in No. 1 column for each Tug employed.

2. Vessels shifting from any part of the Floating Harbour to dry dock to pay the full rates. These rates to include towing to dry dock and thence to any berth in the Floating Harbour or to Cumberland Basin.

F. B. GIRDLESTONE,
Sec. & Gen. Manager

Bristol Docks Office,
July 1900.

PORT OF BRISTOL.

49.—NUMBER and Net Register Tonnage of Vessels entering from Foreign Parts. Year ending 31st December.

—	Under 500 Tons.		500 Tons to 1,000 Tons.		1,000 Tons to 2,000 Tons.		2,000 Tons to 3,000 Tons.		3,000 Tons to 4,000 Tons.		TOTAL.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
1889 - -	385	109,435	212	165,239	241	317,421	24	54,088	–	—	862	646,183
1890 - -	353	96,844	208	160,166	238	310,993	28	64,277	–	—	827	632,280
1891 - -	341	90,756	225	173,824	277	367,870	27	57,958	–	—	870	691,408
1892 - -	319	81,029	209	155,221	280	383,478	32	69,258	–	—	840	688,986
1893 - -	308	82,426	194	146,178	312	423,117	18	40,555	–	—	832	692,276
1894 - -	326	82,675	209	154,138	372	494,602	44	104,505	–	—	951	835,920
1895 - -	333	90,646	166	123,914	317	411,112	47	109,816	–	—	863	735,488
1896 - -	349	80,605	188	142,957	317	431,473	54	132,179	3	9,876	911	797,090
1897 - -	311	80,669	166	120,055	324	440,573	61	142,939	8	31,041	870	815,277
1898 - -	298	74,388	173	125,530	306	417,454	60	147,229	18	70,993	855	835,594
899 - -	291	80,363	199	145,128	277	373,284	65	157,003	26	101,992	858	857,770

Bristol Docks Office. 10 September, 1900.

50. Steamship "Montrose" from Montreal. Nett. Reg. Tonnage - - - - - 3,453
" " Deck " - - - - - - - 633
4,086

Arrived at Avonmouth on the 8.48 a.m. tide, July 25th, 1899.
Alongside Foreign Animals' Wharf, 9.35 a.m.
Commenced landing cattle - 9.40 "
Finished " " - 10.40 "
Alongside transit shed - 1.25 p.m.
Horses landed - 2.5 "
Commenced landing cargo - 2.0 " " "
Finished " - 6.30 a.m. " 28th "
Sailed - - - - - - 9.30 " " " "

Cargo :—

Cattle - - - - - - - - - - -	451 head
Horses - - - - - - - - - -	42 "
General Goods - - - -	1,443 tons
Timber - - - - - - -	2,389 "
Grain - - - - - - -	2,782 "
Total - -	6,614 "

Bristol City Docks.

Particulars of Times of Arrival in Dock and Discharge of Steamers over 2,000 tons burthen in any one week.

Vessel.	From	Cargo.		Discharge.	
				Commenced.	Finished.
		Tons.	*Class.*		
Kansas City - - -	New York - -	2,877	General - -	21 May 1900 -	25 May 1900
Landaff City - - -	" - -	2,118	" - -	21 " " -	23 " "
Franklin - - -	Marianople - -	2,288	Barley - -	21 " " -	25 " "
Marietti Ralli - -	Baltimore - -	2,792	General - -	23 " " -	28 "
Kingswood - - -	Rosario - - -	2,512	Wheat - -	26 " " -	31 "
Ekliptika - - -	" - - -	3,011	" - -	26 " " -	1 June
Raphael - - - -	Smyrna - - -	1,735	Barley, &c. -	26 " " -	2 " "

51. The hours of individual Customs Officials are 8 hours per man per day. No special application for attendance for discharging cargoes is required between the hours of 6 a.m. and 6 p.m. Examination of dutiable and free goods is from 8 a.m. to 4 p.m. in the summer, and from 9 a.m to 4 p.m. in the winter, and the same for warehousing and clerical departments. Attendance before or after these hours can be obtained on application to the Collector of Customs on payment of the expenses incurred. They do not regulate the hours of labour in the Docks.

52. Ample provision exists within the Port for moderate sized vessels or, say, up to 470 feet in length, with a capacity of 4,000 to 5,000 tons, but owing to the revolution in the size of vessels, especially those now employed in the North American and Eastern trades, a lock of greatly increased length and a dock with greater draught of water and far more extensive quay and shed accommodation have become urgently necessary, and a scheme entailing an outlay of over £1,500,000 for provision thereof is now under consideration.

The difficulty is how, with justice to the ratepayers, who are the owners of the Dock Estate, to raise sufficient additional revenue to meet the interest on such an outlay, unless the law is altered enabling vessels to be charged on their gross tonnage in lieu of their net register tonnage, and making Railway Companies contribute a terminal on all goods handed to or taken from them by the Dock Company, and a system of tonnage dues established on all lighters and the cargo carried in them plying within Dock waters.

53 See Copies of the accounts for the last 10 years.

Miscellaneous Appendix.

No. 10.

10. Replies of the Dublin Port and Docks Board.

(The numbers of the Answers correspond to those in the List of Questions. See Appendix 7.)

1. Distance of docks from sea is three to four statute miles.

2. From Dublin Bay you enter the River Liffey with about 14 feet on bar at low water, ordinary spring tide; rise 10 feet; depth of water in river and up to docks, about 14 feet low water, ordinary spring tide.

3. Spring tides range 13 feet. Neap tides range 6 to 8 feet.

4. Old Custom House Dock has no entrance lock, entrance gate 35 feet wide, depth on sill at low water, spring tide, 3 feet.

George's Dock entrance lock, 150 feet long, 35½ feet wide, depth on sill at low water, spring tide, 4½ feet.

Spencer Dock (Midland Great Western Railway Company), entrance lock, 174 feet long, 24½ feet wide.*

Ringsend Basin (Grand Canal Company), two entrance locks, 150 feet long, 35 feet wide; and 120 feet long, 35 feet wide; also a small lock for canal boats.*

5. No other locks.

6. Old Custom House Dock, water area 2 acres.

George's Dock, water area 1¾ acres.

Inner Dock, water area 4½ acres.

Spencer Dock (outer and inner). The property of the Midland Great Western Railway Company.

Ringsend Basin (outer and inner). The property of the Grand Canal Company.

7. Mileage of quays in docks, 3 miles. Mileage of quays in river, 3¼ miles.

8. Width of quay space round the Custom House Docks, about 65 feet.

9. Graving dock at Alexandra Basin. No. 1 Patent Slip at Alexandra Basin. No. 2 Patent Slip at Alexandra Basin. Gridiron in river. Ringsend Graving Docks, Nos. 2 and 3 (in Ringsend Basin).

10. Graving dock at Alexandra Basin, 420 feet long, 70 feet 9 inches wide, 16 feet of water on sill at high water, ordinary spring tides.

Ringsend graving dock, No. 2, 165 feet long, 35 feet wide.* Ringsend graving dock, No. 3, 92 feet long, 22 feet wide.*

11 Graving dock and patent slips at Alexandra Basin, and gridiron belong to the Dublin Port and Docks Board.

Ringsend docks, Nos. 2 and 3, belong to the Grand Canal Company.

12. Port and Docks Board Graving Dock, 3*d.* per ton register for the first tide, but no less charge to be made than £5 for the first tide, and 5*s.* 8*d.* for each tide afterwards.

In the case of sailing vessels, two-fifths of the registered tonnage is deducted.

13. Yes. Messrs. Bewley Webb & Co., but their premises are at present closed.

14. The Port of Dublin extends to and includes the Harbour of Sutton on the north and extends to and includes the Harbour of Dalkey on the south, excepting thereout the Harbour of Kingstown—Custom House Docks included, Grand Canal Docks excluded, Royal Canal Docks excluded.

The limits of jurisdiction in respect of pilotage are—

On the North: An imaginary straight line from Rockabill Lighthouse on the Coast of Ireland, between Balbriggan and Skerries.

On the South: To the South Arklow Light Ship.

15. Great Northern Railway (Ireland); Great Southern and Western Railway; Midland Great Western Railway; Dublin, Wicklow and Wexford Railway (at inner Ringsend Basin).

Some short tramways on quays are owned by the Dublin Port and Docks Board.

16. Other companies.

17. Grand Canal; Royal Canal.

18. All such applications are fairly considered and dealt with on their merits, and full facilities given where it is in the interests of the Port of Dublin to do so.

* Information taken from "Lloyd's Register of British and Foreign Shipping."

19. Reference should be made to the Local Act, Dublin Port and Docks Act, 1898, 61 and 62 Vict., cap. 180.

20. The staff is maintained by the Dublin Port and Docks Board, and consists of, say, 27 principal officials.

21. The stevedores.

22. The Dublin Port and Docks Act, 1869, 32 & 33 Vict., Local.

23. See Act of 1869.

24. (*a*) Dublin Port and Docks Board. Pilotage Committee. Yes; pilotage is compulsory.

(*b*) Inwards, Foreign Vessels, 2*s.* 6*d.* to 4*s.* - - - - -
,, Coasting Vessels, 1*s.* 6*d.* to 2*s.* 6*d.* - - - - -
Outwards, Foreign Vessels, 2*s.* - - - - - - -
,, Coasting Vessels, 1*s.* to 2*s.* - - - - -

} per foot on vessel's draught of water.

25. Provided for by the income of the Port and money raised by loan and mortgage.

26. Total cost of dredging for maintenance in 1899 was £8,768.

Suction dredger, No. 3 - - -	300 tons.
Bucket dredger, No. 4 - - - -	500 ,,
Bucket dredger, No. 5 - -	500 ,,
Grab hopper - - - - - -	200 ,,

Dredged material carried to sea, distance 6 to 9 statute miles.

27. The Dublin Port and Docks Board alone, within its jurisdiction. Maintained out of "Port Fund."

Maintenance of beacons and buoys :—

	£	s.	d.		£	s.	d.
1890 - - - - - - - -	106	15	10	1897 - - - - - - -	249	13	–
1891 - - - - - - - -	29	6	3	1898 - - - - - - - -	48	13	3
1892 - - - - - - - -	52	4	7	1899 - - - - - - - -	86	5	2
1893 - - - - - - - -	15	13	7	1899, Survey of river and bar - - -	217	2	10
1894 - - - - - - - -	281	3	3	1899, Paid on account, 3 new light buoys -	771	2	-
1895 - - - - - - - -	365	–	2	Balance, £72, had in 1900.			
1896 - - - - - - - -	417	13	8				

This answer applies to buoying and surveying only; there are no books.

28. See Act of 1869, previously referred to. See copy of Bye-Laws.

29. By gas principally; in some cases electric lights are used. Goods are very often discharged at night.

30. Belonging to Dublin Port and Docks Board there are :—

1 hand crane to lift 25 tons.	1 hand crane to lift 5 tons
1 ,, ,, 10 ,,	1 ,, ,, 4 ,,
1 ,, ,, 8 ,,	10 ,, ,, 3 ,,

The various railway and shipping companies have also provided numerous hydraulic, steam and hand cranes for their own use.

31. One hand crane for 25 tons. One hydraulic crane for 20 tons.

32. None.

33. None.

34. Yes.

35. Storage for timber in the Custom House Dock premises, and in the merchants' own yards.
Mineral oil is stored in bulk by the Anglo-American Oil Company, and in barrels by merchants.
Coasting steamship companies have cattle yards in connection with their export cattle trade.

36. Ground area of sheds is 172,410 square feet, all one-storied.

37. All sheds are maintained by the Port Board. They are not leased.

38. See Dublin Port and Docks Act, 1869, Part VIII.

39. Yes, for twenty-four hours; after which, if goods are not removed, they are liable to be seized and warehoused at owner's expense and risk.

40. Tonnage rates, coastwise or cross-channel, 6½*d.* per ton on registered tonnage of ship.
Foreign and Colonial vessels, 10½*d.* per registered ton.
No dues on goods excepting timber, bricks, and blocks of marble, which aresubject to 5½*d.* per ton
The above are harbour dues paid by the master or owner of every vessel coming into the port

Miscellaneous Appendix No. 10—continued.

41. See Merchant Shipping Act, 57 & 58 Vict. c. 60, s. 77.

42. None.

43. No.

44. Lighters employed on the river or within the port pay a rate of 16*s.* 8*d.* per annum. No special regulations.

45. None.

46. Steam packet companies have specially allotted berths, and in most cases shed accommodation is provided them, the same being found advantageous and convenient for the proper conduct of their trade.

47. Vessels the *bona fide* property of Her Majesty

48. Foreign Vessels, 6*d.* per ton register; Coasting Vessels, 4*d.* per ton register, or as per agreement.

49. A statement of the registered tonnage that entered the Port of Dublin from 1889 to 1899, inclusive.

Year.	Oversea Trade.			Coasting Trade.					Grand Total Tonnage.	Income derived from Tonnage Dues and Timber, &c., Rates.
	Sail.	Steam.	Total.	Steam Coasters.	Sailing Coasters.	Steam Colliers.	Sailing Colliers.	Total.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	£ *s.* *d.*
1889 -	102,923	158,623	261,546	845,316	48,964	354,215	74,751	1,323,246	1,584,792	48,826 7 7
1890 -	121,422	167,756	289,178	975,350	46,042	322,571	52,870	1,396,833	1,686,011	51,885 2 8
1891 -	109,546	184,070	293,616	1,017,118	45,461	354,283	40,814	1,458,676	1,754,292	53,588 1 3
1892 -	106,029	206,409	312,438	1,057,181	42,099	359,020	35,961	1,494,261	1,806,699	55,365 5 3
1893 -	106,106	175,166	281,272	1,068,884	41,842	313,344	21,997	1,446,067	1,727,339	52,732 12 9
1894 -	111,976	217,056	329,032	1,110,663	39,529	359,588	19,657	1,529,437	1,858,469	57,355 2 3
1895 -	89,964	197,104	287,068	1,097,069	41,783	353,621	16,530	1,509,003	1,796,071	54,644 17 8
1896 -	85,753	224,543	310,296	1,121,593	37,467	362,444	10,805	1,532,309	1,842,605	56,430 6 5
1897 -	79,228	256,446	335,474	1,151,913	34,672	366,463	9,725	1,562,773	1,898,244	58,709 13 9
1898 -	65,177	240,038	305,215	1,157,265	37,541	361,317	7,882	1,564,005	1,869,220	57,027 1 8
1899 -	54,915	262,500	317,415	1,172,796	36,160	382,635	7,876	1,599,467	1,916,882	58,727 5 8

50. Week ending 1st September, 1900.

29th August, 2 a.m., "Lord Dufferin"; sailed 3 a.m. 7th September; say, 6,000 tons general cargo.
" 12 noon "Ormsby"; sailed 7.15 p.m. 8th September; say 3,361 tons Phos. R.

30th August. 1.40 p.m., "Dunmore Head"; sailed 7.40 p.m., 5th September; discharged 80,144 Deals, 4,424 pcks. Shooks.

30th August, 2.10 p.m., "Delaware"; sailed 5 p.m., 2nd September; discharged 1,287,029 imperial gallons petroleum oil in bulk, and 30,000 barrel heads.

1st September, 4.45 a.m., "Glenarm Head"; sailed 6 p.m., 11th September; discharged, say, 5,000 tons general cargo.

51. Continuous on tide duty and from 8 a.m. to 4 p.m. in the Custom House. They regulate the working hours of vessels discharging dutiable goods.

52. Yes.

53. See copy of the last published Accounts.

11. Replies of the Clyde Navigation Trustees.

(The numbers of the Answers correspond to those in the List of Questions. See Appendix 7.)

1. The distance from Govan Ferry, the lower end of Glasgow Harbour, to the sea at Greenock is, say, 20 miles.

2. The access from the sea is by a navigable channel, dredged by the Clyde Lighthouse Trustees, from the west or lower end of Greenock Harbour to Port Glasgow, the western or lower limit of the Clyde Trustees' jurisdiction, with a depth of 23 feet at low water of spring tides, with a minimum width on bottom of 300 feet, and having side slopes varying from 23 feet to 20 feet in depth for a minimum width of 100 feet on either side. From Port Glasgow upwards to Glasgow the channel has been formed by the Clyde Trustees, and is still in course of improvement. Of the 16 miles of channel between Port Glasgow and Glasgow Harbour, a length of about 10 miles (not continuous) has a depth on the centre line of not less than 22½ feet, the depths in the remaining 6 miles varying from 19 feet to 22½ feet, all at average low water of ordinary spring tides. The depth of water at present aimed at is 22½ feet below average low water of ordinary spring tides. The existing width at bottom of channel, with a depth of 20 feet at low water, varies from 120 to 400 feet, but the present intended bottom widths in course of attainment are as follows, viz. :—

From Port Glasgow to the River Leven		500 feet.
„ the River Leven to Bowling	From 500 to 400	„
„ Bowling to Erskine Ferry	„ 400 „ 300	„
„ Erskine Ferry to Dalmuir Works	„ 330 „ 240	„
„ Dalmuir Works to the River Cart	„ 240 „ 200	„
„ the River Cart to Yoker Burn	„ 200 „ 170	„
„ Yoker Burn to Elderslie Rock	„ 170 „ 150	„
„ Elderslie Rock to Scotstoun Shipyard	„ 150 „ 140	„
„ Scotstoun Shipyard to Shieldhall Wharf	„ 140 „ 120	„
„ Shieldhall Wharf to Govan Ferry	120	„

The dredging operations are being carried out under Section 76 of the Act of 1858, which provides for a depth of at least 17 feet at neap tides. For constitution and powers of the Clyde Lighthouse Trustees above referred to see their Acts of 1755, 1871, 1880, 1884, and 1890.

3. The tidal range at Glasgow, taking the six summer months, averages about 11 feet 4 inches at springs, and 8 feet 11 inches at neap tides. As showing the capacity of the access from the sea, it may be explained that during the year ending June 30th, 1900, 15,899 vessels entered the Port. The maximum register tonnage was 6,725 tons, or over 10,000 tons gross. The maximum draught inwards was 26 feet 6 inches, and outwards, 25 feet 8 inches. No vessel of any description, up to the maximum draught, grounded or was detained over the tide for want of water in the river.

The undernoted shows the number of vessels piloted, drawing 22 feet and upwards :—

	Inwards.						Outwards.				
Draught -	22′	23′	24′	25′	26′	26′ 6″	22′	23′	24′	25′	25′ to 25′ 8″
Number -	100	90	73	31	3	3	136	69	28	3	3

4. There are no entrance locks at Glasgow. The docks are tidal, and the widths of the entrances at cope level are, for Kingston Dock, 60 feet; for Queen's Dock, 100 feet; and for Prince's Dock, 156 feet; and the depths of water in these entrances are, 12 to 13 feet at Kingston Dock; 18 to 20 feet at Queen's Dock; and 23 feet at Prince's Dock; all at low water, spring tides.

5. There are no other locks.

6.

Harbour and Docks.	Length of Quays, including Ferry Stairs.	Area of Quay and Road Space.	Area of Shed Floor Space.	Area of Water Space.	Depth at highest high water Spring Tides and lowest high water Neap Tides.
	Lineal Yards.	*Acres.*	*Square Yards.*	*Acres.*	*Feet.*
1. Glasgow Upper Harbour	502	2·82	2,160	20·85	24 to 16
2. Glasgow Lower Harbour	6,284⅔	41·00	60,980	110·90	30 „ 22
3. Kingston Dock - -	830	3·74	8,402	5·35	28 „ 20
4. Queen's Dock - -	3,334	26·64	39,890	33·75	35 „ 27
5. Prince's Dock - -	3,737	36·00	* 113,292	35·00	37 „ 29
6. River Govan Passenger Wharf.	46⅔	—	—	—	—
Shieldhall Timber Wharf	381⅓	—	—	—	30 „ 22
Total Lineal Yards - -	15,115⅔	110·20	224,724	205·83	—

* This is made up as follows: Single floor sheds - - - - - 4,328 square yards.
Double floor sheds - - - - - 108,964 square yards.
113,292 square yards.

All the sheds are single storey except five at Prince's Dock, which have two storeys.

Miscellaneous Appendix.

No. 11—continued.

7. See Answer 6.

8. The width of quay space round the Harbour and Docks varies from 45 feet to 250 feet.

9. Graving Docks Nos. 1 and 2 enter off the Lower Harbour (River); and No. 3 Graving Dock enters off Prince's Dock.

10. The sizes of the three graving docks, and various particulars as to depth of water are given in the following table:—

	No. 1 Dock.	No. 2 Dock.	No. 3 Dock.
	Ft. in.	*Ft. in.*	*Ft. in.*
Length of floor inside face of caisson	551 0	575 0	880 0
Length of floor of outer division	—	—	460 0
Length of floor of inner division	—	—	420 0
Width of entrance at bottom	65 0	57 0	83 0
Width of body of dock at floor	55 3	52 4	81 8
Width of entrance at top	72 0	67 0	83 0
Width of body of dock at cope level	94 0	92 0	115 0
Depth of water on entrance sill at average high water spring tides.	22 10	22 10	26 6

11. The three graving docks referred to belong to the Clyde Trustees. There is one belonging to a shipbuilding firm, its entrance being from the River Kelvin.

12. The charges for the use of the graving docks are as follows:—

	£ s. d.
1. Vessels of 50 tons and not exceeding 100 tons—	
(*a.*) Not more than two tides	2 6 –
(*b.*) Each tide above two tides up to 24 tides in all	– 7 6
(*c.*) Each tide above 24 tides	– 15 –
2. Vessels above 100 tons—	
(*a.*) Not more than two tides—	
The first 100 tons	2 6 –
Each additional 50 tons or part of 50 tons	– 7 6
(*b.*) Each tide above two tides up to 24 tides in all—	
The first 100 tons	– 7 6
Each additional 50 tons or part of 50 tons	– 1 3
(*c.*) Each tide above 24 tides—	
The first 100 tons	– 15 –
Each additional 50 tons or part of 50 tons	– 2 6

No charge to be for less than two tides.

For pumping a graving dock at entry, 1¼*d.* per ton on each vessel.

The rates on all vessels for use of docks and for pumping to be charged on the gross registered tonnage of such vessels on leaving the dock.

The tide in which a vessel shall enter the graving dock shall be counted one tide; and the tide in which a vessel shall leave the Graving Dock shall also be counted one tide.

In the case of any vessel on which repairs or alterations requiring more than 24 tides are considered necessary, special arrangements may be made before entry or after inspection in dock, but before any repairs are commenced, for the use by such vessel of the graving dock for any period longer than 24 tides, upon payment of the following rates:—

	£ s. d.
1. Vessels of 50 tons and not exceeding 100 tons—	
(*a.*) Each tide above 24 tides up to 36 tides in all	– 9 5
(*b.*) Each tide above 36 tides	11 3
2. Vessels above 100 tons -	
(*a.*) Each tide above 24 tides up to 36 tides in all—	
The first 100 tons	– 9 5
Each additional 50 tons or part of 50 tons	– 1 7
(*b.*) Each tide above 36 tides—	
The first 100 tons	– 11 3
Each additional 50 tons or part of 50 tons	– 1 10

In addition to the above rates the following charges are made for the use of shores, tressels, and other plant kept at the docks, viz.:—

	First Four Tides, per Tide.	Second Four Tides, per Tide.	Each additional Tide.
	£ s. d.	£ s. d.	£ s. d.
Vessels not exceeding 500 tons gross	– 7 6	– 5 –	– 2 6
Above 500 tons and not exceeding 1,000	– 10 –	– 7 6	– 5 –
„ 1,000 „ „ 1,500	– 12 6	– 10 –	– 7 6
„ 1,500 „ „ 2,000	– 15 –	– 12 6	– 10 –
2,000 tons and upwards	– 17 6	– 15 –	– 12 6

The minimum charges to be for four tides.

The plant is hired out on condition that the Trustees shall be relieved of all risk and responsibility connected with its use. Plant destroyed or damaged shall be replaced or repaired by the hirer.

The following charges shall, in addition, be made against bar-keel vessels, to meet the cost of replacing and repairing cap blocks, viz. :—Vessels under 1,000 tons gross, 10s. ; 1,000 and under 2,500, £1 ; 2,500 and under 4,000, £1 10s. ; 4,000 and under 5,500, £2 ; 5,500 and under 7,000, £2 10s. ; 7,000 and under 10,000, £3.

In each case of a vessel leaving dock a charge of 6*d.* per hour per man will be made for removing rubbish and cleaning.

13. In the neighbourhood of the graving docks there are repairing shops in the hands of various shipbuilding and engineering firms.

14. The upper or eastern limit of the Clyde Trustees' jurisdiction is the west side of Albert Bridge, Glasgow, and the lower, or western limit, is a line drawn from Newark Castle, Port Glasgow, on the south side, to the mouth of the Cardross Burn on the north side.

No other docks are included within the limits of the Clyde Trustees' jurisdiction ; but entering off the river there are, on the south side, Renfrew Dock, belonging to the Burgh of Renfrew, but, subject to authority of Parliament, recently agreed to be taken over by the Clyde Trustees ; and on the north side the upper half of Bowling Basin, belonging to the Caledonian Railway Company as proprietors of the Forth and Clyde Canal, and Dumbarton on the River Leven, and belonging to the Burgh of Dumbarton.

15. The Caledonian, North British, and Glasgow and South-Western Railways connect with the harbour and docks. The tramways on the quays connecting with these railways are the property of the Clyde Trustees.

16. The railways round the docks and quays are worked by the Caledonian and North British Companies, to whom the terminal charges are paid.

17. Besides road and railway connections, the Forth and Clyde Canal, commencing at Grangemouth on the Firth of Forth, joins the River Clyde at Bowling. This canal has a depth of 8¾ feet, and its locks permit of the passage of vessels up to a length of about 68 feet, and a breadth of about 19 feet.

18. As a rule all the permanent erections and works on the property of the Dock authority belong to that authority ; but facilities are given, during the pleasure of the Trustees, to regular lines for providing their own cranes at their special berths, and for quay office accommodation.

19. The present constitution, created by the Act of 1858, and no change has taken place since, is as follows, viz. :—The Lord Provost of Glasgow is chairman of the Clyde Navigation Trust *ex officio*, the Glasgow Town Council elect nine of their councillors as trustees, the Glasgow Chamber of Commerce elect two of their members as trustees, the Glasgow Merchants' House elect two of their members trustees, the Glasgow Trades' House elect two of their members trustees, and the qualified shipowners and ratepayers of the port (*see* Section 18 of the Act of 1858) elect nine trustees from their number, making a Board of 25 members in all.

20. The staff is maintained by the Dock Authority and the chief officials are the Secretary, the Treasurer, the Engineer, the Mechanical Engineer, the Harbour Master, the Collector and the General Traffic Superintendent, with various assistants and clerks. The legal and parliamentary work is done by private practitioners at the usual professional charges.

21. No labour for loading and unloading vessels is provided by the Dock authority, excepting cranage ; and the master-porterage, stevedoring, weighing and measuring are all done by the shipowners or persons licensed by the Trustees, who do not, however, regulate the charges, except in the case of coal trimming, where there is a maximum scale.

22. The Dock authority was created by, and acts, entirely under statute. All the quays, docks and works that have been formed have been from time to time authorised by Parliament ; but the various powers were permissive, and not obligatory.

23. The Dock authority has no power to sell the undertaking ; but it and its revenues form the security for all the money borrowed under the authority of Parliament.

24. (*a.*) The Pilot Board. Pilotage is compulsory within the Clyde Trust jurisdiction.

(*b.*) For appointment of Board, *see* Section 128 of Clyde Navigation Consolidation Act, 1858

The Rates of Pilotage are as follows :—

TABLE OF PILOTAGE RATES.

	Per Foot. s.	d.
From Greenock, or off Greenock, or the Tail of the Bank to Glasgow ; or from Glasgow to Greenock, or off Greenock, or the Tail of the Bank, including the unmooring of the ship, for all vessels under 10 feet draught of water	1	6
Vessels with 10 feet draught of water and under 12 feet	2	–
Vessels with 12 feet draught of water and not exceeding 15 feet	2	6
All vessels exceeding 15 feet draught of water	3	–

Vessels to and from Bowling Bay or Dumbarton to be charged at two-thirds of the above rates ; and vessels from Renfrew or Dalmuir to Greenock or Port Glasgow, or from the last-mentioned Ports to Dalmuir or Renfrew, to be charged the same rates as from Glasgow.

Odd inches to be paid and charged in proportion.

From Glasgow to Renfrew 5*s.*, and the same charge returning.

From any place betwixt the Cumbrae and Cloch Lights to Greenock or Port Glasgow, including mooring the ship or waiting the tide, 1¼*d.* per ton.

From a line drawn between the Cloch Light and Dunoon Pier to Port Glasgow, or to any intermediate place, or from any intermediate place to any other intermediate place, ½*d.* per ton.

N.B —The same chargeable for like distances outwards.

Miscellaneous Appendix.

No. 11—continued.

Fractional tonnage to be charged and paid in proportion.

Two-thirds only of the above rates exigible in respect of vessels towed by steam.

For piloting vessels up or down the Leven to or from Dumbarton, the pilots shall not be entitled to charge more than 4s. in addition to the rate for piloting such vessels on the Clyde, and 4s. for each additional tide he may be detained after the first.

Any pilot, whether deep sea or river, who may be detained at the request of the owner or person in charge of the vessel, after his duties as pilot have been completed, shall (where not otherwise provided for in these Regulations), in addition to receiving his provisions, be paid by the owner or other person in charge of the vessel 5s. per day; and so in like proportion for any lesser period he may be detained on board.

N.B.—No differential rates shall in future be recoverable in respect of foreign vessels.

Signed by two Members of the Board, in terms of the 83rd Section of the Act 10 Vict. c. 27,
AW. GALBRAITH, Lord Provost of Glasgow, a Member of the Board.
JAMES ALLAN, Member of the Board.

The preceding Bye-Laws and Regulations, approved of and confirmed by us, in terms of the Statutes 10 Vict. c. 27, and 21 & 22 Vict. c. 149.

Glasgow, 11th April 1859.
A. ALISON, Sheriff of Lanarkshire.
R. MACFARLANE, Sheriff of Renfrewshire.
JOHN CHRISTISON, Sheriff of Ayrshire.
ROBERT HUNTER, Sheriff of Dumbarton and Bute.
THOMAS CLEGHORN, Sheriff of Argyleshire.

ALTERATIONS ON THE EXISTING PILOTAGE RATES FROM 1ST JANUARY, 1875.

	£	s.	d.
Shifting vessels in Harbour under 500 tons	–	7	6
Do. do. 500 tons and upwards	–	10	–
All vessels to and from Renfrew, Paisley Water, and Dalmuir, to be charged the same as a shift; but if required to go more than once for the same vessel the pilot to be paid for expenses every time after the first	–	2	6
Attending launch	–	15	–
And per tide detention	–	5	–
Bowling and Dumbarton, the same rate as to or from Greenock.			
Leven Pilotage.—All vessels under 100 tons register	–	5	–
Do. do. over 100 and under 500	–	7	6
Do. do. of 500 and upwards	–	10	–
And per tide detention	–	5	
Steam vessels, when in the river, to remain as they are.			
All vessels towed to be allowed one-fifth of the full rates.			
Trial Trips.—All vessels from 500 to 1,000 tons register, per ton register	–	–	1½
And for every additional 100 tons	–	5	–
And for detention over 24 hours, per day	–	7	6
Vessels under 500 tons register going on a trial trip	3	–	–

NOTE.—Detention-money to be charged only after the actual commencement of the service for which the pilot has been engaged.

(c.) The Clyde Trustees deal with silting up of river and accumulation of refuse, so far as affecting navigation within their jurisdiction.

25. The dredging and maintenance of navigable channel, and of the Harbour and Docks is undertaken by the Clyde Trustees, and is paid out of their revenues. They have, under their Engineer, a dredging department with plant and employees; and the cost, so far as applicable to new works, is paid out of the capital, and so far as applicable to maintenance, which is the chief expenditure year by year, is paid out of revenue.

26. The cost of dredging, number of dredgers, &c., are given in the following tables :—

(a) STATEMENT of Quantities and Cost of Dredging and Depositing by Clyde Trustees' Plant during Ten Years ended 30th June, 1899.

Year ended 30th June.	Silt or Deposit.	New Material.	On Loan Account.	Total.	Cost per Annum.
	Cubic Yards.	*Cubic Yards.*	*Cubic Yards.*	*Cubic Yards.*	£ s. d.
1890	829,024	528,568	55,920	1,413,512	39,914 – 7
1891	903,816	335,704	54,160	1,293,680	38,611 – –
1892	824,096	651,648	123,240	1,598,984	40,268 13 7
1893	491,786	1,235,340	114,232	1,841,358	49,146 11 2
1894	1,247,419	1,046,249	17,312	2,310,980	50,292 6 2
1895	581,746	1,937,260	59,040	2,578,046	59,587 8 4
1896	997,269	1,223,787	65,712	2,286,768	53,750 14 4
1897	1,025,697	1,167,003	440	2,193,140	49,661 8 6
1898	1,039,760	947,777	87,360	2,074,897	51,550 6 5
1899	818,429	1,130,863	81,728	2,031,020	51,977 18 2
Total for 10 years	8,759,042	10,204,199	659,144	19,622,385	484,760 7 3

The dredged material is deposited at sea, three miles off Garroch Head, a distance of 46 miles from Glasgow bridge.

See map of district.

A small proportion of the dredgings is deposited on low-lying ground along a certain part of the river.

The dredging plant consists of five dredgers, one floating digger, twenty hopper barges, one tug steamer, two diving bells, and about 183 timber punts, each capable of carrying about eight cubic yards of dredgings. See tabular statement

(*b*) DREDGERS.

Dredger.	General Dimensions of hull.			Draught in Working Conditions.		Greatest Depth can dredge to.	Single or Double Ladder.	Nominal horse power.	Capable of Lifting in ordinary material.
	Length.	Breadth.	Depth.	Forward.	Aft.				
	Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Ft. in.*			*Cubic Yards per hour.*
No. 1 Barge Loading Machine.	158 0	32 4	10 0	6 0	7 6	32 0	Double	50	150 to 300
No. 8 Barge Loading Machine.	161 0	29 0	10 0	6 6	7 6	32 6	Single	75	
No. 9 Barge Loading Machine.	161 0	29 0	10 0	7 0	7 0	32 6	Single	75	
"Cairndhu" Barge Loading Machine.	194 2	37 2	12 0	8 0	8 0	40 0	Single	90	300 „ 600
No. 7. Punt Loading Machine.	128 6	23 6	9 0	4 6	5 0	34 0	Single	25	40 „ 60

(*c*) HOPPER BARGES.

1 Barge carries	240 cubic yards or 300 tons of sand	35 to 65 nominal horse power.
13 Barges carry	320 „ „ 400 „ „	Average speed about 7½ miles per hour.
2 „ „	750 „ „ 1,000 „ „	160 Nominal horse power.
4 „ „	900 „ „ 1,200 „ „	Average speed about 9½ miles per hour.
20 Total number of barges.		

27. The buoying, surveying, &c., are undertaken by the Clyde Trustees within their jurisdiction, and by the Clyde Lighthouses Trustees within theirs, the Clyde Lighthouses Trustees' jurisdiction extending from Port Glasgow to the south end of the island of Little Cumbrae. The particulars of cost incurred to the Clyde Trustees are shown in the following table :—

ANNUAL COST for each of the last Ten Years, ending 30th June, of Buoying, Surveying, and Protection of Banks.

	£ s. d.		£ s. d.
Year ended 30 June 1891 -	1,814 7 5	Year ended 30 June 1896 -	2,463 12 3
„ „ 1892 -	2,075 17 7	„ „ 1897 -	2,590 13 4
„ „ 1893 -	1,399 5 1	„ „ 1898 -	2,324 10 9
„ „ 1894 -	2,010 15 3	„ „ 1899 -	2,783 11 8
„ „ 1895 -	2,548 14 6	„ „ 1900 -	3,064 1 1

28. The powers to make Bye-laws contained in the Harbours, Docks, and Piers Clauses Act, 1847, are incorporated with the Clyde Acts. *See* also Section 119 of the Clyde Navigation Consolidation Act, 1858.

29. The Harbour and Docks are lighted chiefly by gas, but within the last year the principal open portions of the quays have been lighted with the electric light. Goods are allowed by the dock authority to be discharged at night as well as by day, at the discretion of the parties interested, and a good deal of work is done at night.

30. The number of cranes, and their power, and how they are worked are given in the following Tables :—

Miscellaneous Appendix.

No. 11—continued.

TRUSTEES' Cranes in use on the Quays of Glasgow Harbour and Docks,

(*a*) NORTH SIDE

No. on Crane.	SITUATION.	Berth No.	General Type of Crane.	Steam, Hydraulic, or Hand Power.	Greatest Working Load.	Weighing Machine attached.	Radius of Lifting-Chain.	Total Range of Lift.
	UPPER HARBOUR, N.S.				Tons.	Tons.	Ft. in.	Ft. in.
31	Custom House Quay - -	–	Portable derrick	Steam -	5	–	28 0	66 6
	LOWER HARBOUR, N.S.							
5	Finnieston Quay - -	48	Fixed - -	Steam -	130	160	65 0	100 0
6	Do. - - - - -	50	Do. - -	Do. -	50	60	45 0	85 0
7	Stobcross Quay - - -	52	Do. - -	Do. -	75	–	48 1	86 0
29	Do. - - - - -	52	Portable derrick	Do. -	5	–	28 0	66 6
	QUEEN'S DOCK.							
21	West Quay - - - - -	2	Portable - -	Hydraulic	1½	–	24 9	52 0
1	North Quay - - -	2	Fixed coaling -	Do. -	19	20	35 3	44 0
2	Do. - - - - -	4	Do. - -	Do. -	19	–	35 3	44 0
3	Do. - - - - -	6	Do. - -	Do. -	19	–	35 3	44 0
4	Do. - - - - -	8	Do. - -	Do. -	19	–	35 3	44 0
59	Do. - - - - -	10	Do. - -	Steam -	25	–	39 0	81 6
26	Do. - - - - -	12	Portable - -	Hydraulic	1¾	–	28 0	52 0
27	Do. - - - - -	12	Do. - -	Do. -	1¾	–	28 0	52 0
35	Do. - - - - -	12	Portable derrick	Steam -	5	–	28 0	68 0
41	Do. - - - - -	12	Do. - -	Do. -	5	–	28 0	66 0
42	Do. - - - - -	14	Do. - -	Do. -	5	–	28 0	66 0
36	Do. - - - - -	14	Do. - -	Do. -	5	–	28 0	68 0
37	Do. - - - - -	14	Do. - -	Do. -	5	–	28 0	65 6
38	Do. - - - - -	14	Do. -	Do. -	5	–	28 0	65 6
61	Do. - - - - -	16	Do. - -	Do. -	5	–	34 0	80 0
62	Do. - - -	16	Do. - -	Do. -	5	–	34 0	80 0
70	Do. - - - - -	18	Do. - -	Do. -	5	–	34 0	80 0
71	Do. - - - - -	18	Do. - -	Do. -	5	–	34 0	80 0
72	Do. - - - - -	18	Do. - -	Do. -	5	–	34 0	80 0
32	West End, Centre Pier -	31	Fixed - -	Do. -	15	30	37 6	57 6
8	East End, South Basin -	19	Fixed derrick -	Do. -	10	20	34 0	79 6

(*b*) SOUTH SIDE

	LOWER HARBOUR, S.S.				Tons.	Tons.	Ft. in.	Ft. in.
9	Clyde Place Quay, Centre Street.	7	Fixed - -	Steam -	7	10	24 6	43 6
28	Windmillcroft Quay, West Street.	27	Portable derrick	Do. -	3	–	22 0	53 0
33	Springfield Quay - -	29	Do. - -	Do. -	5	–	28 0	62 6
34	Do. - - - - -	29	Do. - -	Do. -	5	–	28 0	62 6
12	Do. - - - - -	31–33	Do. - -	Do. -	5	–	28 0	73 0
13	Do. - - - - -	31–33	Do. - -	Do. -	5	–	28 0	73 0
14	Do. - - - - -	33–35	Do. - -	Do. -	5	–	28 0	60 6
15	Do. - - - - -	33–35	Do. - -	Do. -	5	–	28 0	60 6
43	Mavisbank Quay - -	59–61	Do. - -	Do. -	5	–	30 0	71 0
44	Do. - - - - -	59–61	Do. - -	Do. -	5	–	30 0	71 0
45	Do. - - - - -	59–61	Do. - -	Do. -	5	–	30 0	71 0
46	Do. - - - - -	57–59	Do. - -	Do. -	5	–	34 0	90 0
47	Do. - - - - -	57–59	Do. - -	Do. -	5	–	34 0	90 0
48	Do. - - - - -	57–59	Do. - -	Do. -	5	–	34 0	90 0
16	Plantation Quay - -	81	Fixed - -	Do. -	60	60 and 10	48 1	86 0
11	Graving Docks Quay - -	–	Do. - - -	Do. -	40	–	35 6	55 –

also those being Constructed, as at 1st March 1899.

OF HARBOUR.

Greatest Projection of Chain beyond Quay Face.	Centre of Jib head Pulley above Cope of Quay.	Clear Lift above Cope of Quay.	Clearance below Back Balance.	Extreme Radius of Back Balance.	Maker's Name, &c.	Year when Erected.	REMARKS.
Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.			
22 6	34 0	30 0	4 4	8 0	J. Jessop & Son, Leicester.	1882	Removed from North Quay, Queen's Dock, to present site, 1898.
45 0	100 0	80 0	–	–	Cowans, Sheldon & Co., Carlisle.	1894	
30 0	50 6	37 0	–	–	J. & G. Thomson, Glasgow	1855	Steam applied by same firm in 1865.
32 0	72 0	58 9	–	–	James Taylor & Co., Birkenhead.	1878	New wire rope fitted, February, 1896.
22 6	34 0	30 0	4 8½	8 6	J. Jessop & Son, Leicester.	1882	Removed from North Quay Queen's Dock, to present site, 1898.
18 9	44 0	42 0	25 0	12 0	Sir W. G. Armstrong & Co., Newcastle-on-Tyne.	1878	
24 5	52 0	44 0	12 1½	11 8	Do. do. -	1876–79	Altered and improved by same firm, 1891.
24 5	52 0	44 0	12 1½	11 8	Do. do. -	1876–79	Do. do. 1892.
24 5	52 0	44 0	12 1½	11 8	Do. do. -	1876–79	Do. by Glenfield Company, Limited, 1894.
24 5	52 0	44 0	12 1½	11 8	Do. do. -	1876–79	Do. do. 1895.
28 0	70 1	58 0	8 5	11 5	Alexander Chaplin & Co., Glasgow.	1896	
22 0	44 0	42 0	25 0	12 0	Sir W. G. Armstrong & Co., Newcastle-on-Tyne.	1881	
22 0	44 0	42 0	12 0	12 0	Do. do. -	1881	
22 6	34 0	31 0	5 11	7 9	George Russell & Co., Motherwell.	1886	New boiler fitted, 25th March, 1896.
22 0	34 0	30 0	6 1½	8 0	Alexander Chaplin & Co., Glasgow.	1890	Being raised 3 ft., April, 1899.
22 0	34 0	30 0	6 1	8 0	Do. do. -	1890	Do. do. -
22 6	34 0	31 0	6 0	7 5	George Russell & Co. Motherwell.	1886	
22 0	34 0	31 0	4 10	8 2½	A. and W. Smith & Co., Glasgow.	1889	Being raised 4 ft. 2 in. April, 1899.
22 0	34 0	31 0	4 9½	8 2	Do. do. -	1889	Do. do.
29 0	61 0	55 0	9 9	8 2	George Russell & Co., Motherwell.	1897	
29 0	61 0	55 0	9 9	8 2	Do. do. -	1897	
29 0	61 0	55 0	9 9	8 2	Do. do. -	1898	
29 0	61 0	55 0	9 9	8 2	Do. do. -	1898	
29 0	61 0	55 0	9 6	8 0	Littlejohn and Service, Johnstone.	1899	
20 9	34 0	31 6	5 5	7 6	Glen and Ross, Glasgow	1873	Removed from Plantation Quay to present site, 1883. New boiler, April, 1895.
22 0	53 0	50 0	0 5½	9 6	George Russell & Co., Motherwell.	1873	Removed from Yorkhill Wharf to present site, 1888. New boiler, December, 1895.

OF HARBOUR.

Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.			
17 6	25 4	22 6	2 7	7 9	Altered from 8 to 7 tons, 1895.	1853	Steam applied by Glen and Ross, Glasgow, 1867.
15 0	33 0	30 0	3 8½	10 3	William Bowser & Son, Glasgow.	1878	New boiler, December, 1892.
21 6	34 0	30 0	4 1	8 5	J. Jessop and Son, Leicester	1884	New boiler, November, 1898.
21 6	34 0	30 0	4 1	8 5	Do. do.	1884	
21 6	34 0	30 0	3 2	8 3½	Alexander Chaplin & Co., Glasgow.	1882	
21 6	34 0	30 0	3 2	8 3½	Do. do.	1882	
21 6	34 0	30 0	4 1	9 6	J. Jessop & Son, Leicester	1882	
21 6	34 0	30 0	4 1	9 6	Do. do.	1882	
23 6	36 6	33 0	9 9	8 2	George Russell & Co., Motherwell.	1894	
23 6	36 0	33 0	9 9	8 2	Do. do. -	1894	
23 6	36 0	33 0	9 9	8 2	Do. do. -	1894	
26 6	45 9	42 6	9 6	8 0	Littlejohn and Service Johnstone.	1895	
26 6	45 9	42 6	9 6	8 0	Do. do. -	1895	
26 6	45 9	42 6	9 6	8 0	Do. do. -	1895	
32 1	71 10	58 9	–	–	James Taylor & Co., Birkenhead.	1874	
22 6	49 0	41 0	–	–	Caird, Greenock - -	1840	Steam applied by Glen and Ross, Glasgow 1867. Shifted from Windmillcroft, May 1890. Wire rope fitted, 1894.

Miscellaneous Appendix.

No. 11—continued.

TRUSTEES' Cranes in use on the Quays of Glasgow Harbour and Docks

(*b*) SOUTH SIDE

No. on Crane.	SITUATION.	Berth No.	General Type of Crane.	Steam, Hydraulic, or Hand Power.	Greatest Working Load.	Weighing Machine attached.	Radius of Lifting Chain.	Total Range of Lift.
	KINGSTON DOCK.				Tons.	Tons.	Ft. In.	Ft. In.
30	East End	A	Portable derrick	Steam	3	–	22 0	81 0
20	North-West Corner	10	Do.	Do.	3	–	22 0	69
	GRAVING DOCKS.							
18	North Side, No. 1 Dock	–	Fixed derrick	Hand	5	–	37 0	61 6
39	Between Nos. 1 and 2 Docks	–	Portable derrick	Steam	20	–	47 0	65 0
77	North Side, No. 3 Dock	–	Portable	Do.	25	–	74 0	85 0
	PRINCE'S DOCK.							AS AT 1ST
40	North Basin, East End	5	Portable derrick	Do.	5	–	28 0	69 6
54	Do. B. (South) Quay	6	Portable	Hydraulic	1¾	–	29 6	65 0
66	Do. do.	6	Do.	Do.	5 and 2	–	41 0	75 0
55	Do. do.	7	Do.	Do.	1¾	–	29 6	65 0
56	Do. do.	7	Do.	Do.	1¾	–	29 6	65 0
67	Do. do.	8	Do.	Do.	5 and 2	–	41 0	75 0
57	Do. do.	8	Do.	Do.	1¾	–	29 6	65 0
65	Centre Basin, C. (North) Quay.	10	Do.	Do.	2	–	41 0	75 0
68	Do. do.	10	Do.	Do.	5 and 2	–	41 0	75 0
64	Do. do.	11	Do.	Do.	2	–	41 0	75 0
63	Do. do.	11	Do.	Do.	2	–	41 0	75 0
69	Do. do.	12	Do.	Do.	5 and 2	–	41 0	75 0
49	Do. do.	12	Do.	Do.	1¾	–	29 6	65 0
	Do. East End	13						
78	Do. D. (South) Quay	14	Do.	Do.	2	–	41 0	75 0
86	Do. do.	14	Do.	Do.	5 and 2	–	41 0	75 0
79	Do. do.	14	Do.	Do.	2	–	41 0	75 0
80	Do. do.	15	Do.	Do.	2	–	41 0	75 0
87	Do. do.	15	Do.	Do.	5 and 2	–	41 0	75 0
81	Do. do.	16	Do.	Do.	2	–	41 0	75 0
50	Do. do.	16	Do.	Do.	1¾	–	29 6	65 0
88	Do. do.	16	Do.	Do.	5 and 2	–	41 0	75 0
51	Do. do.	17	Do.	Do.	1¾	–	29 6	65 0
52	South Basin, E. (North) Quay.	19	Do.	Do.	1¾	–	29 6	65 0
89	Do. do.	19	Do.	Do.	5 and 2	–	41 0	75 0
53	Do. do.	19	Do.	Do.	1¾	–	29 6	65 0
82	Do. do.	20	Do.	Do.	2	–	41 0	75 0
90	Do. do.	20	Do.	Do.	5 and 2	–	41 0	75 0
83	Do. do.	21	Do.	Do.	2	–	41 0	75 0
84	Do. do.	21	Do.	Do.	2	–	41 0	75 0
91	Do. do.	22	Do.	Do.	5 and 2	–	41 0	75 0
85	Do. do.	22	Do.	Do.	2	–	41 0	75 0
	Do. East End	23						
73	South Quay	24	Do.	Do.	5 and 3	–	41 0	75 0
74	Do.	24	Do.	Do.	5 and 3	–	41 0	75 0
75	Do.	25	Do.	Do.	5 and 3	–	41 0	75 0
76	Do.	25	Do.	Do.	5 and 3	–	41 0	75 0
92	Do.	26	Do.	Do.	5 and 3	–	41 0	75 0
60	Do.	28	Do.	Steam	25	–	42 3	95 0
58	West Quay	30	Fixed	Do.	130	–	65 0	100 0

also those being constructed, as at 1st March 1899—*continued.*

OF HARBOUR—*continued.*

Greatest Projection of Chain beyond Quay Face.	Centre of Jib-head Pulley above Cope of Quay.	Clear Lift above Cope of Quay.	Clearance below Back Balance.	Extreme Radius of Back Balance.	Maker's Name, &c.	Year when Erected.	REMARKS.
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.			
15 0	33 0	30 0	4 2½	10 3½	William Bowser and Son, Glasgow.	1881	New boiler, December, 1894.
12 6	33 0	30 0	2 10	10 0	Do. do.	1878	New Boiler, July, 1893.
34 0	34 0	30 0	1 6	8 8	D. Cameron & Co., Glasgow.	1877	
33 9	45 6	39 0	3 0	3	Cowans, Sheldon and Co., Carlisle.	1891	
60 0	68 0	50 0	22 0	21 0	George Russell and Co., Motherwell.	1898	Constructing, March, 1899.
FEBRUARY, 1900.							
22 0	34 0	30 0	5 11	8 0	Alexander Chaplin & Co., Glasgow.	1890	Removed from Springfield Quay to this site in 1895.
27 6	41 2	25 0	27 6	10 9	Fullerton, Hodgart and Barclay, Limited.	1895	
32 0	60 0	35 0	38 3	15 6	Glenfield and Kennedy, Limited, Kilmarnock.	1898	
27 6	41 2	25 0	27 6	10 9	Fullerton, Hodgart and Barclay, Limited.	1895	
27 6	41 2	25 0	27 6	10 9	Do. do.	1895	
32 0	60 0	35 0	38 3	15 6	Glenfield and Kennedy, Limited.	1898	
27 6	41 2	25 0	27 6	15 6	Fullerton, Hodgart and Barclay, Limited.	1895	
32 0	60 0	35 0	39 0	14 6	Do. do.	1898	
32 0	60 0	35 0	38 3	15 6	Glenfield and Kennedy, Limited.	1898	
32 0	60 0	35 0	39 0	14 6	Fullerton, Hodgart and Barclay, Limited.	1898	
32 0	60 0	35 0	39 0	14 6	Do. do.	1898	
32 0	60 0	35 0	38 3	15 6	Glenfield and Kennedy, Limited.	1898	
27 6	41 2	25 0	27 6	15 6	Fullerton, Hodgart and Barclay, Limited.	1895	
32 0	60 0	35 0	39 0	14 6	Do. do.	1899	
32 0	60 0	35 0	38 3	15 6	Alexander Chaplin & Co.	–	Building, 1900.
32 0	60 0	35 0	39 0	14 6	Fullerton, Hodgart and Barclay, Limited.	1899	
32 0	60 0	35 0	39 0	14 6	Do. do.	1900	
32 0	60 0	35 0	38 3	15 6	Alexander Chaplin & Co.	–	Do.
32 0	60 0	35 0	39 0	14 6	Fullerton, Hodgart and Barclay, Limited.	1900	
27 6	41 2	25 0	27 6	15 6	Do. do.	1895	
32 0	60 0	35 0	38 3	15 6	Alexander Chaplin & Co.	–	Do.
27 6	41 2	25 0	27 6	15 6	Fullerton, Hodgart and Barclay, Limited.	1895	
27 6	41 2	25 0	27 6	15 6	Do. do.	1895	
32 0	60 0	35 0	38 3	15 6	Alexander Chaplin & Co.	–	Do.
27 6	41 2	25 0	27 6	15 6	Fullerton, Hodgart and Barclay, Limited.	1895	
32 0	60 0	35 0	39 0	15 3	Glenfield and Kennedy, Limited.	1899	
32 0	60 0	35 0	38 3	15 6	Alexander Chaplin & Co.	–	Do.
32 0	60 0	35 0	39 0	15 3	Glenfield and Kennedy, Limited.	1899	
32 0	60 0	35 0	39 0	15 3	Do. do.	–	Do.
32 0	60 0	35 0	38 3	15 6	Alexander Chaplin & Co.	–	Do.
32 0	60 0	35 0	39 0	15 3	Glenfield and Kennedy, Limited.	–	Do.
32 0	60 0	35 0	38 3	15 6	Do. do.	1899	
32 0	60 0	35 0	38 3	15 6	Do. do.	1899	
32 0	60 0	35 0	38 3	15 6	Do. do.	1899	
32 0	60 0	35 0	38 3	15 6	Do. do.	1899	
32 0	60 0	35 0	38 3	15 6	Alexander Chaplin & Co.	–	Do.
28 0	72 0	60 0	19 6	14 0	George Russell & Co., Motherwell.	1897	
45 0	100 0	80 0	–	–	Cowans, Sheldon & Co. Carlisle.	1895	

Miscellaneous Appendix.

No. 11—continued.

31. The Clyde Trustees have no sheer legs, but several of the shipbuilders possess them in their yards. The Clyde Trustees, however, provide for exceptional weights. (*See* Answer 30.)

32. The appliances provided for loading coal consist of steam and hydraulic cranes (*see* Answer 30). The providing of a coal hoist for Prince's Dock is under consideration. The Clydebank Dock, authorised by the Act of 1899, and recently begun, is intended largely for coal and minerals, and is to be specially equipped with all the best and latest appliances and facilities.

33. The Clyde Trustees have no elevators, or other appliances for loading, unloading and storing grain ; but the discharge of grain is done by elevators provided by the United Grain Elevators Company, Limited, who are allowed the use of the water space for their barges free, and recoup themselves by charges agreed on between them and the shipowners ; at present 5*d.* per ton.

34. Yes ; the facilities for delivering straight from the holds of vessels into shed, railway trucks, carts, floating platforms and barges consist of the cranes provided by the Clyde Trustees, those provided by the Shipping Companies, and the grain appliances already referred to.

35. The Clyde Trustees have two depôts for storage of timber, but they have no accommodation, nor is there any on the Clyde, for storing mineral oils in bulk ; and they do not possess cold air stores, but these are provided by a company in a central part of the City. Lairage for live stock is provided by the Corporation of Glasgow, as the local authority, on ground leased to them by the Clyde Trustees, who give the wharfing necessary for such lairage.

36. See Answer 6.

37. The Clyde Trustees possess no warehouses in the ordinary sense, nor do private parties have them upon the quays, the Clyde Trustees providing only the quay sheds for occupation by goods in course of import or export for a limited time, ordinary warehouses being provided by private enterprise.

38. As already stated, there is no warehouse system under the Dock authority.

39. The statutory time for cargo to remain on quay is 48 hours after discharge ; but on application by the consignees this time may, at the option of the Trustees, be, and is, in practice, extended as follows, viz. :—

Above 100 tons, and not exceeding	200	tons,				48	hours.
„	200	„	„	„	350	„ 72	„
„	350	„	„	„	500	„ 96	„
„	500	„	„	„	650	„ 120	„
„	650	„	„	„	800	„ 144	„
„	800	„				168	„

No rent is charged till the time above stated is exceeded, when what is known as quay rent is incurred till removal, being a penal statutory charge of 2*s.* 6*d.* per hour for the first 24 hours, and 5*s.* for every hour thereafter, which is invariably largely modified on application in every case, by the Rates Committee, who deal with this department. For export cargo, six days is the limit of time for laying down goods before shipment (*see* Bye-laws.)

40. Page 30 of Rates Book shows manner of levying rates. Dues on goods imported and exported are sometimes paid by shipping agents and sometimes by the owners of the goods, the question being one of arrangement. It may be explained that, although in practice the dues on goods are mainly paid by the consignees, in the coasting trade, which is very considerable, the goods are carried on through freight inclusive of Clyde dues, which are therefore paid by the shipowners. There are powers to levy additional dues for use of Docks. *See* Article 5, Schedule G, of the Clyde Navigation Consolidation Act, 1858 but these have not hitherto been charged.

41. The tonnage of ships adopted for rating purposes here is the Net Register tonnage. The tonnage of goods is furnished to our collector under Sections 37 and 39 of the Harbour, Docks, and Piers Clauses Act, 1847 ; and the quantities thus given are checked by our own weighing machines on the quays, and by the returns of the independent sworn weighers and measurers engaged by shippers and consignees, and licensed by the Trustees.

42. Overside cargo is usually exempt under the regulations as to exemption of dues on goods transhipped, (*see* Rates Book) ; but in other respects the dues on the cargo of lighters are the same as on any other cargo, and the Trustees do not own lighters for the carriage of cargo.

43. No. The fact of cargo being first landed on the quay or put into sheds before being deposited in lighters makes no difference, exemption being allowed as stated in Answer 42.

44. All vessels using the docks and harbour are charged for on the net register tonnage—lighters included. The only regulation applicable to lighters is Bye-Law VIII., which requires such open vessels to have sufficient coamings. This is to prevent them sinking and obstructing the channel.

45. There are no wharves within the jurisdiction of the Dock Authority besides their own, except Renfrew Wharf, belonging to the Glasgow and South Western Railway Company, and situated on the river side, which hardly can be considered as in competition with the Dock Authority, who receive on all vessels and goods using that Wharf, if they have not already paid full Clyde dues, the stage rate applicable (*see* Rates Book).

46. No. But a feature of the working of Glasgow Harbour is that the established and regular lines, both foreign and coastwise, who, from the volume of their business, require and are able to fully occupy berthage all the year round, have allotted to them from time to time by the Dock Authority, who find it a convenient arrangement in conducting the business of the Port, and are specially authorised to do so by Act of Parliament, special berths that yield large revenues from the ordinary dues on vessels and goods, and are not otherwise specially charged for. There is also special berthage with corresponding quayage behind, allotted to the mineral trade, viz.:—At the south side of the harbour, at Queen's Dock and at Prince's Dock, as well as special berthage and accommodation for the timber trade at Yorkhill and Shieldhall; and likewise berthage for the local authority for the foreign cattle trade; leaving, however, fully a third of the whole quayage, or 5,000 lineal yards, unappropriated and open for casual traders, whenever, in the opinion of the harbour master, the appropriated berthage is not, for the time being, fully utilised, he is entitled, and exercises the right, to put casual vessels in these berths.

47. There are no vessels exempted under statute from payment of ordinary dues except those vessels mentioned in Section xxviii. of the Harbours, Docks, and Piers Clauses Act, 1847, which is incorporated in the Clyde Acts.

48. The ordinary charges for tug assistance are as given below; but I understand that regular traders are able to obtain very considerable reductions on these rates, which are matter of private arrangement between them and the towing companies. The tugs belong to private companies. The Dock Authority do not interfere with their charges.

Rates of Towing on the River Clyde.

March 1st, 1900.

The towing companies are not responsible for any damage sustained or done by the vessel in tow. On the hiring or employment of the steam tug, the master and crew thereof shall be held to become the servants of, and identified with the vessel or craft being towed, and under the control of the person in charge of such vessel or craft during the performance of such service. All vessels in tow will be held responsible for any damage done to or by the tug in attendance through the carelessness or unskilfulness of those in charge of said vessel. The use of a tug's hawser is an extra charge, but whether the hawser is charged for extra or not, the tug owners do not guarantee its efficiency, nor will they be responsible for any mishap while it is in use, however occasioned.

All vessels to provide good stout hawsers; and all vessels shall be held liable for any damage that may occur by their giving a wrong statement of their draught of water.

All rates are exclusive of tug's hawser, but if same is used, a minimum charge of 30*s.* is to be paid. Long distance towage by special agreement.

Reasonable notice when tugs are required to be given by owners or their agents, and towage commenced and finished within a reasonable time after the tug is in attendance, otherwise the vessel to pay a minimum charge of 20*s.* per hour per tug in addition to the tariff rates if employed; if not employed, a minimum charge of £3 each tug.

Launches.

Attending Launches at Glasgow, Greenock, or Port Glasgow:—Under 500 tons gross, £3 each tug; 500 to 1,500 tons gross, £4 each tug; 1,500 to 3,000 tons gross, £5 each tug; 3,000 to 7,000 tons gross, £6 each tug; 7,000 tons gross and upwards, £7 each tug.

River Work and Glasgow Shiftings.

Shifting sailing vessels in harbour, or to or from any dock:—Under 500 tons register, 30*s.* each tug; 500 tons register and upwards, 40*s.* each tug.

Sailing vessels grounding in the river, and requiring the attendance of a tug more than two tides in making their passage, to pay, in addition to the tariff rates, £5 per tug for the third and each succeeding tide.

Sailing vessels requiring the assistance of a second tug into or out of harbour, £3.

Foreign vessels to pay according to British measurement.

Shifting steamers in harbour, or to or from any dock:—Under 1,500 tons gross, £2 each tug; 1,500 to 3,000 tons gross, £3 each tug; 3,000 tons gross and upwards, £4 each tug.

Shifting steamers of any size from Shieldhall, or *vice versa*, £5 each tug.

Steamers (under steam).—Assisting up or down river, £8 each tug for the first tide, and £5 each tug each succeeding tide.

Steamers (under steam).—Second tug assisting into or out of berth east of Kelvin, when arriving or sailing, £3; if to or from Shieldhall, £5.

Steamers (under steam).—Tug or tugs assisting into berth or harbour when arriving, £5 each tug, unless when also accompanied by a tug up the river.

Steamers (under steam).—Tug or tugs assisting out of berth or harbour when sailing, £5 each tug, unless when also accompanied by a tug down the river.

Sundays.

Minimum charge per tug for any work in or about harbour, £4.

Greenock and Port Glasgow Shiftings, &c.

Shifting sailing vessels in Greenock harbours, or to and from any dock:—Under 500 tons register, £1 10*s.* each tug; 500 tons register, and upwards, £2 each tug.

Shifting steamers in Greenock harbours, or to or from any Greenock dock:—Under 1,500 tons gross, £2 each tug; 1,500 tons and upwards, £3 each tug. Out of harbour and back to same harbour on same tide (when shifting to another berth or canting), £4 each tug.

Shifting all vessels in Port Glasgow Harbour, 20*s.* extra to Greenock rates.

Shifting steamers from Greenock to Port Glasgow, or *vice versa*, £5 each tug.

Assisting steamers (under steam) into or out of Greenock or Port Glasgow harbours, £5 each tug.

Sundays.

Minimum charge per tug for any work in or about harbours, £4 per tug.

Attendance, &c.

Single runs to or from steamers on trial at Tail of Bank with parties, &c., to be charged at the rate of £2 10*s.* each run. If the same tug has more than two runs in same day, the rate per run to be £2. Any detention per run beyond two hours to be charged at the rate of 20*s.* per hour or part of an hour.

Consecutive attendance exceeding two hours at Gareloch, Gourock Bay, or Tail of Bank, for adjusting of compasses, &c., to be charged at the rate of 20*s.* per hour per tug from the time she leaves Greenock until her return.

Hanging on vessels at Tail of Bank, 20*s.* per hour per tug.

Miscellaneous Appendix.

No. 11—continued.

RIVER RATES.

Vessels' Draught of Water at the Broomielaw. (According to Pilot's Certificate.)	From Greenock to (Per Ton Register.)				From Glasgow to (Per Ton Register.)		
	Port Glasgow.	Off Dumbarton or Bowling.	Paisley Water or Renfrew.	Glasgow.	Renfrew or Paisley Water.	Bowling or off Dumbarton.	Port Glasgow or Greenock.
	Per Ton. *d.*	*Per Ton.* *d.*	*Per Ton.* *d.*	*Per Ton.* *d.*	*Per Ton.* *d.*	*Per Ton.* *d.*	*Per Ton.* *d.*
Under 10 feet - - -	3	5	6	7	3	5	7
10 and under 11 feet - -	3	5	6	7½	3	5	7½
11 „ 12 „ - -	3	6	7	8	3	6	8
12 „ 13 „ - -	3	6	7	8½	3	6	8½
13 „ 15 „ - -	3	7	8	9	3	7	9
15 „ 17 „ - -	3	7	8	9½	3	7	9½
17 „ 19 „ - -	3	8	9	10	3	8	10
19 „ 20 „ - -	3	8	9	10½	3	8	10½
20 and upwards - - -	3	9	9	11	3	9	11

The deep sea towage, according to the distance towed, to be paid in addition to the river rate, if any transfer of the work is made after the vessel is towed in.

The above rates are for the services of one tug only.

VESSELS Outward Bound, if Towed beyond the Tail of the Bank, to be charged as follows:—

Vessels' Register Tonnage.	Tail of Bank to								
	Cloch Point.	Toward Point or Rothesay Bay.	Small Cumbraes or Garroch Head.	Off Lamlash.	Pladda.	Ailsa Craig.	Sanda or Corsewall.	Mull of Kintyre or Port Patrick.	Rathlin or Mull of Galloway, Copelands, or outside Belfast Lough.
	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*
Under 200 tons - -	3 – –	5 – –	7 – –	9 – –	10 – –	13 – –	15 – –	18 – –	23 – –
200 and under 300 tons	3 10 –	5 10 –	7 10 –	10 – –	11 – –	14 – –	16 10 –	19 – –	24 – –
300 „ 400 „	4 – –	6 10 –	8 – –	10 10 –	11 10 –	14 10 –	17 10 –	20 – –	25 – –
400 „ 500 „	4 10 –	7 – –	8 10 –	11 – –	12 – –	15 – –	18 10 –	21 – –	26 – –
500 „ 600 „	5 – –	7 10 –	9 – –	11 10 –	12 10 –	15 10 –	19 10 –	22 10 –	27 10 –
600 „ 700 „	5 10 –	8 10 –	10 – –	12 10 –	13 10 –	16 10 –	20 10 –	23 10 –	28 10 –
700 „ 800 „	6 – –	9 10 –	11 – –	13 10 –	14 10 –	17 10 –	21 10 –	25 – –	30 – –
800 „ 900 „	6 10 –	10 10 –	12 – –	14 10 –	15 10 –	18 10 –	22 10 –	26 – –	31 – –
900 „ 1,000 „	7 – –	11 10 –	13 – –	15 10 –	16 10 –	19 10 –	23 10 –	27 – –	32 – –

Innishowen Head or South Rock, £5 additional to Rathlin rates. Inistrahull, St. John's Point, Rhynns of Islay, or Calf of Man, £10 additional to Rathlin rates. Vessels over 1,000 tons pay £1 for every additional 100 tons or fraction thereof.

Sailing vessels towing out to sea to pay as far as towed if put back by stress of weather or other causes.

The above rates are for the services of one tug only.

Vessels' Register Tonnage.	From Greenock to									
	Tail of Bank.	Cloch Point.	Toward Point or Rothesay Bay.	Small Cumbraes or Garroch Head.	Off Lamlash.	Pladda.	Ailsa Craig.	Sanda or Corsewall	Mull of Kintyre or Portpatrick.	Rathlin or Mull of Galloway, Copelands, or outside Belfast Lough.
	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*
Under 200 tons -	2 10 –	3 15 –	6 5 –	8 10 –	11 10 –	13 – –	16 – –	18 – –	21 – –	26 – –
200 and under 300 tons	3 – –	4 10 –	7 – –	9 – –	12 – –	13 10 –	16 10 –	18 10 –	22 – –	27 – –
300 „ 400 „	3 10 –	5 – –	7 10 –	9 10 –	12 10 –	14 – –	17 – –	20 – –	23 – –	28 – –
400 „ 500 „	4 – –	5 10 –	8 – –	10 – –	13 – –	14 10 –	17 10 –	21 – –	24 – –	29 – –
500 „ 600 „	4 10 –	6 – –	8 10 –	11 – –	14 – –	15 10 –	18 10 –	22 –	25 10 –	3 1 –
600 „ 700 „	5 10 –	7 – –	9 10 –	12 – –	15 – –	16 10 –	19 10 –	23 – –	26 10 –	31 10 –
700 „ 800 „	6 10 –	8 – –	10 10 –	13 – –	16 – –	17 10 –	20 10 –	24 – –	28 – –	33 – –
800 „ 900 „	7 10 –	9 – –	11 10 –	14 – –	17 – –	18 10 –	22 – –	25 – –	29 – –	34 – –
900 „ 1,000 „	8 10 –	10 – –	12 10 –	15 – –	18 – –	19 10 –	23 – –	26 – –	30 – –	35 – –

Innishowen Head or South Rock, £5 additional to Rathlin rates. Inistrahull, St. John's Point, Rhynns of Islay, or Calf of Man, £10 additional to Rathlin rates. Vessels over 1,000 tons pay £1 for every additional 100 tons or fraction thereof. To or from Port Glasgow to any of the above distances, £2 per tug additional.

Vessels outward bound from Greenock or Port Glasgow, coming to at Tail of Bank, pay the tariff to Tail of Bank, and for any further towage, the deep sea rates from Tail of Bank, according to distance towed.

Sailing vessels from sea to Greenock or Port Glasgow, and stopping there to discharge cargo, shall be charged 1s. per ton to Glasgow, or, in the option of the owners, the rate from sea and river towage, according to the light draught.

Sailing vessels towing out to sea to pay as far as towed if put back by stress of weather or other causes.

The above rates are for the services of one tug only.

If the assistance of a second tug is required, docking or undocking a sailing vessel, an extra charge is made in either case of £2 at Greenock, and £4 at Port Glasgow.

RATES FOR LIGHT VESSELS FROM GREENOCK OR TAIL OF BANK TO ARDROSSAN, TROON OR AYR TO LOAD.

	From Greenock to			From Tail of Bank to		
	Ardrossan.	Troon.	Ayr.	Ardrossan.	Troon.	Ayr.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Under 100 tons - - -	4 10 –	5 10 –	8 10 –	4 10 –	5 – –	8 – –
100 and under 150 tons -	5 – –	5 10 –	8 10 –	5 – –	5 10 –	8 10 –
150 „ 200 „ - -	5 10 –	6 – –	9 – –	5 10 –	6 – –	9 – –
200 „ 250 „ - -	6 – –	6 10 –	9 10 –	6 – –	6 10 –	9 10 –
250 „ 300 „ - -	6 10 –	7 10 –	10 10 –	6 10 –	7 – –	10 – –
300 „ 400 „ - -	7 10 –	8 10 –	11 10 –	7 – –	7 10 –	10 10 –
400 „ 500 „ - -	9 – –	10 – –	13 – –	8 – –	8 10 –	11 10 –
500 „ 600 „ - -	10 – –	11 – –	14 – –	8 10 –	9 – –	12 – –
600 „ 700 „ - -	11 – –	12 – –	15 – –	9 – –	9 10 –	12 10 –
700 „ 800 „ - -	12 10 –	13 10 –	16 10 –	9 10 –	11 – –	14 – –
800 „ 900 „ - -	13 10 –	14 10 –	17 10 –	10 10 –	11 10 –	14 10 –
900 „ 1,000 „ - -	14 10 –	15 10 –	18 10 –	11 10 –	12 10 –	15 10 –

Larger, £1 for every 100 tons or fraction thereof.
The above rates are for the services of one tug only.

49. STATISTICS for Ten Years of Vessels entering Glasgow Harbour.

Year ended 30th June.	Number of Vessels.				Total Net Register Tons.
	Under 500 Tons.	500 to 1,000 Tons.	Above 1,000 Tons.	Total.	
1891 - - -	14,773	547	815	16,135	3,375,109
1892 - - -	14,408	698	823	15,929	3,625,598
1893 - - -	14,042	694	775	15,511	3,515,267
1894 - - -	14,450	773	853	16,076	3,778,541
1895 - - -	13,766	807	819	15,392	3,667,064
1896 - - -	14,365	1,156	869	16,390	3,948,482
1897 - - -	14,605	763	1,072	16,440	4,082,052
1898 - - -	15,167	748	1,071	16,986	4,316,308
1899 - - -	14,315	687	1,133	16,135	4,358,738
1900 - - -	14,051	738	1,110	16,899	4,361,597

The statistics do not classify vessels above 1,000 tons.

50. Steamers in the American trade carrying 4,000 to 5,000 tons gross of grain and general cargo can discharge in 36 to 48 hours. Steamers with minerals, such as iron ore, can be discharged in 30 hours.

51. The hours of Customs officials are in the Summer 6 a.m. to 6 p.m., and in Winter 8 a.m. to 4 p.m., but they cannot be said to regulate the hours of labour at the Docks.

52. The Dock Authority, by acquiring riverside lands in advance and obtaining Parliamentary powers for the construction of docks and proceeding with the work, anticipate and meet the requirements of the increasing business of the Port of Glasgow. At present a new dock is in course of construction at Clydebank on the north side of the river, chiefly for mineral traffic, which will relieve the harbour and set the mineral quayage there largely free for general merchandise, which is mainly car traffic. The Trustees are applying to Parliament this Session for power to take over the Renfrew Harbour undertaking on the south side of the river. They also hold a large area of riverside land at Shieldhall and Shiels on the south side, and ground at Merklands on the north side, both comparatively near Glasgow, and both for future general dock accommodation.

53. GROSS REVENUE and Expenditure for the last Ten Years.

Year ended 30 June.	RECEIPTS other than from LOANS.					EXPENDITURE not defrayed out of LOANS.								LOAN TRANSACTIONS.			
	Import and Export Tonnage or Ballast Dues.	All other Tolls and Dues, also Rents.	Sale of Materials.	All other Sources.	TOTAL.	Making New and maintaining Old Works, Repairs.	Lighting; Buoys and Beacons; Anchors, Chains, Cables, &c.	LOANS. Payments into Sinking Fund.	LOANS. Interest.	Rents, Rates and Taxes, also Insurance.	Salaries and Collectors' Commission.	All other Expenditure.	TOTAL.	Borrowed during the Year.	Expended out of Loans during Year.	Loans Outstanding at the close of the Year.	Sinking Fund remaining at close of the Year.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1890	73,642	281,030	952	578	356,202	95,650	4,336	16,319	187,568	17,848	14,442	20,039	356,202	317,108	269,621	4,575,318	16,368
1891	74,924	278,163	1,119	375	354,581	87,635	5,590	18,402	186,321	19,441	14,646	22,546	354,581	212,550	152,928	4,634,940	18,412
1892	79,473	286,378	1,366	2,009	369,226	96,503	4,948	18,878	189,520	19,618	15,248	24,511	369,226	383,814	255,704	4,763,050	18,887
1893	77,270	288,961	945	1,322	368,498	96,775	4,313	20,815	193,108	20,135	16,177	17,175	368,498	443,614	258,241	4,948,423	20,826
1894	79,441	290,767	1,073	696	371,977	107,238	5,379	21,738	198,486	21,515	16,222	1,399	371,977	236,091	201,058	5,163,719	—
1895	77,445	274,542	1,107	719	353,813	94,860	6,350	9,798	203,927	21,069	16,907	902	353,813	193,702	173,120	5,335,571	9,839
1896	86,389	317,463	960	706	405,518	105,448	6,117	23,653	204,225	22,281	17,790	26,004	405,518	75,033	186,156	5,400,754	23,679
1897	87,033	321,395	1,070	692	410,190	114,594	6,918	28,172	199,759	23,173	18,066	19,508	410,190	80,505	139,296	5,457,479	28,187
1898	95,404	333,431	546	946	430,327	122,990	6,489	31,952	197,589	25,408	18,554	27,345	430,327	179,901	188,235	5,609,180	31,939
1899	97,651	328,741	643	908	427,943	126,864	7,636	35,374	199,471	28,940	19,684	9,974	427,943	159,246	179,955	5,736,325	35,212

Treasurer's Office, Glasgow.
20 November 1900.

THOMAS ADAM,
Treasurer.

12. Replies of the Greenock Port and Harbour Trustees.

(The numbers of the Answers correspond to those in the List of Questions. See Appendix 7.)

1. The navigable channel of the River Clyde flows past the Docks. See Plan of Greenock Docks.

2. Twenty-three feet at low water.

3. Springs, 10 feet; Neaps, 8 feet.

4 No entrance locks.

5. No locks of any kind.

6. Harbours.

Built.	Harbours.	Water Area.	Quay Area.	Quay Line.		Dimensions.				Depth.	
				Inside.	Outside.	E. Side	W. Side	N. Side	S. Side	H. W.	L. W.
		Acres.	Sq. yds.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
1800	West - -	7½	21,822	3,410	1,100	180	460	800	1,100	20	10
1811	East India -	6¾	25,404	2,660	1,200	440	150	1,040	1,250	20	10
1851	Victoria - -	5½	20,466	1,870	440	550	550	400	520	23	13
1867	Albert - -	10¾	28,755	2,750	* 1,250	420	450	1,000	1,000	23	13

* Junction of stone wall with Princes Pier.

Princes Pier—1162 feet from junction of stone wall of Albert Quay to north-west corner of Pier.

Garvel Basin (Tidal)—Width of entrance, 175 feet; depth at high water when completed, 35 feet; length of quays, 2,480 feet.

Great Harbour (Tidal)—Length, 3,230 feet; width, 600 feet; area, 45 acres; depth at high water when completed, 38 feet.

James Watt Wet Dock—Width of entrance, 75 feet; depth of water on sill at high water, 32 feet; length of dock, 2,000 feet; width 300 to 350 feet; length of jetty, 800 feet; length of quays, 6,400 feet.

Total water space, about 90 acres.

Total quay area, about 100 acres.

Total length of quays, over three miles.

7. See Answer 6.

8. See Plan of Docks.

9. Graving Docks.

Dock.	Length Inside Gates.		Width Inside.		Width at Entrance at Coping.	Depth, Cope to Floor.	Depth on Sill.	
	At Coping Level.	At Floor Level.	At Coping Level.	At Floor Level.			At H. W. O. S. T.	At L. W. O. S. T.
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
West - -	223 9	220 0	49 4	27 0	33 11	16 8	9 9	Dry.
East - -	360 7	356 6	56 2	31 6	38 0	19 7	11 11	1 10
Garvel - -	635 0	635 0	80 0	70 0	60 6	27 7	20 0	10 0

10. See Answer .

11. he Dry Docks belong to the Greenock Harbour Trust.

Miscellaneous Appendix. No. 12—continued.

12. RATES FOR GRAVING DOCKS.

TONNAGE OF VESSELS.	For two tides.	Each additional tide.
	£ s. d.	£ s. d.
Vessels under 50 tons	1 3 –	– 3 9
" of 50 tons, and not exceeding 100 tons	2 6 –	– 7 6
" 101 " " " 150 "	2 13 6	– 8 9
" 151 " " " 200 "	3 1 –	– 10 –
" 201 " " " 250 "	3 8 6	– 11 3
" 251 " " " 300 "	3 16 –	– 12 6
" 301 " " " 350 "	4 3 6	– 13 9
" 351 " " " 400 "	4 11 –	– 15 –
" 401 " " " 450 "	4 18 6	– 16 3
" 451 " " " 500 "	5 6 –	– 17 6
" 501 " " " 550 "	5 13 6	– 18 9
" 551 " " " 600 "	6 1 –	1 – –
" 601 " " " 650 "	6 8 6	1 1 3
" 651 " " " 700 "	6 16 –	1 2 6
" 701 " " " 750 "	7 3 6	1 3 9
" 751 " " " 800 "	7 11 –	1 5 –
" 801 " " " 850 "	7 18 6	1 6 3
" 851 " " " 900 "	8 6 –	1 7 6
" 901 " " " 950 "	8 13 6	1 8 9
" 951 " " " 1,000 "	9 1 –	1 10 –
" 1,001 " " " 1,050 "	9 8 6	1 11 3
" 1,051 " " " 1,100 "	9 16 –	1 12 6
" 1,101 " " " 1,150 "	10 3 6	1 13 9
" 1,151 " " " 1,200 "	10 11 –	1 15 –
" 1,201 " " " 1,250 "	10 18 6	1 16 3
" 1,251 " " " 1,300 "	11 6 –	1 17 6
" 1,301 " " " 1,350 "	11 13 6	1 18 9
" 1,351 " " " 1,400 "	12 1 –	2 – –
" 1,401 " " " 1,450 "	12 8 6	2 1 3
" 1,451 " " " 1,500 "	12 16 –	2 2 6
" 1,501 " " " 1,550 "	13 3 6	2 3 9
" 1,551 " " " 1,600 "	13 11 –	2 5 –
" 1,601 " " " 1,650 "	13 18 6	2 6 3
" 1,651 " " " 1,700 "	14 6 –	2 7 6
" 1,701 " " " 1,750 "	14 13 6	2 8 9
" 1,751 " " " 1,800 "	15 1 –	2 10 –
" 1,801 " " " 1,850 "	15 8 6	2 11 3
" 1,851 " " " 1,900 "	15 16 –	2 12 6
" 1,901 " " " 1,950 "	16 3 6	2 13 9
" 1,951 " " " 2,000 "	16 11 –	2 15 –
" 2,001 " " " 2,050 "	16 18 6	2 16 3
" 2,051 " " " 2,100 "	17 6 –	2 17 6
" 2,101 " " " 2,150 "	17 13 6	2 18 9
" 2,151 " " " 2,200 "	18 1 –	3 – –
" 2,201 " " " 2,250 "	18 8 6	3 1 3
" 2,251 " " " 2,300 "	18 16 –	3 2 6
" 2,301 " " " 2,350 "	19 3 6	3 3 9
" 2,351 " " " 2,400 "	19 11 –	3 5 –
" 2,401 " " " 2,450 "	19 18 6	3 6 3
" 2,451 " " " 2,500 "	20 6 –	3 7 6
" 2,501 " " " 2,550 "	20 13 6	3 8 9
" 2,551 " " " 2,600 "	21 1 –	3 10 –
" 2,601 " " " 2,650 "	21 8 6	3 11 3
" 2,651 " " " 2,700 "	21 16 –	3 12 6
" 2,701 " " " 2,750 "	22 3 6	3 13 9
" 2,751 " " " 2,800 "	22 11 –	3 15 –
" 2,801 " " " 2,850 "	22 18 6	3 16 3
" 2,851 " " " 2,900 "	23 6 –	3 17 6
" 2,901 " " " 2,950 "	23 13 6	3 18 9
" 2,951 " " " 3,000 "	24 1 –	4 – –
" 3,001 " " " 3,050 "	24 8 6	4 1 3
" 3,051 " " " 3,100 "	24 16 –	4 2 6
" 3,101 " " " 3,150 "	25 3 6	4 3 9
" 3,151 " " " 3,200 "	25 11 –	4 5 –
" 3,201 " " " 3,250 "	25 18 6	4 6 3
" 3,251 " " " 3,300 "	26 6 –	4 7 6
" 3,301 " " " 3,350 "	26 13 6	4 8 9
" 3,351 " " " 3,400 "	27 1 –	4 10 –
" 3,401 " " " 3,450 "	27 8 6	4 11 3
" 3,451 " " " 3,500 "	27 16 –	4 12 6
" 3,501 " " " 3,550 "	28 3 6	4 13 9
" 3,551 " " " 3,600 "	28 11 –	4 15 –
" 3,601 " " " 3,650 "	28 18 6	4 16 3
" 3,651 " " " 3,700 "	29 6 –	4 17 6
" 3,701 " " " 3,750 "	29 13 6	4 18 9
" 3,751 " " " 3,800 "	30 1 –	5 – –
" 3,801 " " " 3,850 "	30 8 6	5 1 3
" 3,851 " " " 3,900 "	30 16 –	5 2 6
" 3,901 " " " 3,950 "	31 3 6	5 3 9
" 3,951 " " " 4,000 "	31 11 –	5 5 –
" 4,001 " " " 4,050 "	31 18 6	5 6 3
" 4,051 " " " 4,100 "	32 6 –	5 7 6
" 4,101 " " " 4,150 "	32 13 6	5 8 9
" 4,151 " " " 4,200 "	33 1 –	5 10 –
" 4,201 " " " 4,250 "	33 8 6	5 11 3

RATES FOR GRAVING DOCKS—*continued.*

TONNAGE OF VESSELS.	For two tides.	Each additional tide.
	£ s. d.	£ s. d.
Vessels of 4,251 tons and not exceeding 4,300 tons - - -	33 16 –	5 12 6
„ 4,301 „ „ „ 4,350 „ - - -	34 3 6	5 13 9
„ 4,351 „ „ „ 4,400 „ - - -	34 11 –	5 15 –
„ 4,401 „ „ „ 4,450 „ - - -	34 18 6	5 16 3
„ 4,451 „ „ „ 4,500 „ - - -	35 6 –	5 17 6
„ 4,501 „ „ „ 4,550 „ - - -	35 13 6	5 18 9
„ 4,551 „ „ „ 4,600 „ - - -	36 1 –	6 – –
„ 4,601 „ „ „ 4,650 „ - - -	36 8 6	6 1 3
„ 4,651 „ „ „ 4,700 „ - - -	36 16 –	6 2 6
„ 4,701 „ „ „ 4,750 „ - - -	37 3 6	6 3 9
„ 4,751 „ „ „ 4,800 „ - - -	37 11 –	6 5 –
„ 4,801 „ „ „ 4,850 „ - - -	37 18 6	6 6 3
„ 4,851 „ „ „ 4,900 „ - - -	38 6 –	6 7 6
„ 4,901 „ „ „ 4,950 „ - - -	38 13 6	6 8 9
„ 4,951 „ „ „ 5,000 „ - - -	39 1 –	16 10 –

For each 50 tons above 5,000, 7*s.* 6*d.*; and 1*s.* 3*d.* for each additional tide.

No charge to be less than for two tides.
Fractions of a ton to be deemed a ton.
Rate to be charged for pumping the Graving Dock at entry—One penny farthing per ton on each vessel on entering the Graving Dock.
The rates on steam vessels for use and pumping to be charged by the gross register tonnage.
No charge will be made for Sunday, nor for daily pumping, nor for opening and shutting the gates.
Vessels under 50 tons not to have the right to enter if the dock should be required for larger vessels.
In addition to the above rates, there is a charge made for cleaning the dock and for the use of chains and tackles.
NOTE.—The dock dues, together with such of the charges above-mentioned as shall have been incurred by any vessel, shall be paid, or a sufficient deposit made to the collector of Harbour Dues, and the receipt for same exhibited to the Dock-Master before the vessel leaves the dock, and the entry-money shall be allowed in part payment.

13. Yes. Private firms of Shipbuilders and Engineers.

14. The limits of the Port are confined to the works of the Trustees.

15. The following railways connect with the docks, viz.:—Caledonian Railway Company, Glasgow and South Western Railway Company, and North British Railway Company.

16. The rails on the dock property belong to the trustees, but the haulage is done by the railway companies who pay to the trustees a toll of one halfpenny per ton.

17. None, except what are shown on the plan of the docks, which see.

18. The trustees do not permit any company to erect works on the dock property.

19. See Greenock Harbour Act, 1880, and Greenock Harbour Act, 1888.

20. Officials—about 10. The number of tradesmen, labourers, engineers, and cranemen varies, but is about 100, all paid by the trustees.

21. Licensed stevedores.

22. See the various Acts of Parliament relating to Greenock Port and Harbour.

23. None.

24. (*a*) and (*b*) The Clyde Pilot Board. Non-compulsory. The Board is appointed under "The Clyde Navigation Act, 1858."

Rates of pilotage are as follows:—

CLYDE PILOT BOARD.—RATES FOR DEEP SEA PILOTS.

From any place betwixt the Cumbrae and Cloch Lights to Greenock or Port Glasgow, including mooring the ship or waiting the tide, one penny three farthings per ton.

From a line drawn between the Cloch Light and Dunoon Pier to Port Glasgow, or to any intermediate place, or from any intermediate place to any other intermediate place, one halfpenny per ton.

N.B.—The same chargeable for like distance outwards.

Fractional tonnage to be charged and paid in proportion.

All vessels towed to be allowed one-fifth off the full rates.

From Greenock, or off Greenock to Garelochhead, including detention in swinging the vessel, one halfpenny per ton, and the same rates in returning; but no pilot will be obliged to pilot a vessel to the Garelochhead and back for a less sum than fifteen shillings each way.

For every day the pilot is kept on board after the compasses are adjusted, he shall be entitled to charge seven shillings and sixpence.

Miscellaneous Appendix.

No. 12—continued.

Shifting vessels from one harbour to another harbour under 500 tons	£	10	–
Shifting vessels from one harbour to another harbour 500 tons and upwards		15	–
Shifting vessels from any of the harbours to the Garvel Graving Dock, and *vice versa*		1	– –
Attending launch		1	– –
Trial trips—Vessels under 500 tons register		3	– –
Trial trips—All vessels from 500 to 1,000 tons register, per ton		–	1½
And for every additional 100 tons		5	–
And for detention over 24 hours per day		7	6

Note.—Detention money to be charged only after the actual commencement of the service for which the pilot has been engaged.

(c) The Clyde Lighthouses Trustees.

25. By the Clyde Lighthouses Trustees out of rates levied by them.

26. About one thousand pounds sterling.

Two dredgers—one carrying 1,000 tons and the other 160 tons.

Material deposited outside of the Cumbraes. Distance about 20 miles.

27. The Clyde Lighthouses Trustees.

28. The Parliamentary powers as specified in the bye-laws.

29. Lighted by gas, and goods are discharged at night.

30. Thirty-eight cranes, 2 tons to 100 tons; 13 hand cranes; 13 hydraulic cranes; and 12 steam cranes.

31. Four cranes, 15 tons; two cranes, 20 tons; one crane, 35 tons; one crane, 45 tons; and one crane 100 tons.

32. Six coaling cranes, and one coal shoot.

33. No.

34. Yes, by cranes.

35. Large areas for storage of timber; also for mineral oils provided by the trustees. No cold air stores or cattle lairage.

36. Area, 26,500 square yards; single floor sheds.

37. The warehouses belong to the trustees.

38. The warehousing system will be found described in the "Greenock Harbour Act, 1880."

39. It should only be allowed to lie for 48 hours without paying rent, but this is not strictly enforced.

40. See dock rates and dues.

41. The tonnage is according to the vessel's register, and the goods are weighed or measured.

42. The same as if landed on the quay. (See dock rates and dues.

43. Yes; the usual dues. (See dock rates and dues.)

44. Yes; the usual dues. (See dock rates and dues.)

45. None.

46. None.

47. None, except those specified in the General Act of 1847.

48. The tugs belong to private companies, who make their own terms.

49. See prints containing the information.

50 S.S. "Ran" of Bergen from Pensacola :—

1,946 register tonnage.
558 deck load.

2,504 tons.

Entered dock, 30th May, 1900; finished 5th June, 1900; having discharged 4,030 loads of pitch pine square timber, each load being 50 cubic feet.

S.S. "Anselmade Larrinaga" from Mobile:—

2,633 register tonnage.
350 deck load.

2,983 tons.

Entered dock, 17th July, 1900; finished, 24th July, 1900; having discharged 4,791 loads square timber and deals.

51. Ten to four. No.

52. No.

53. Prints of the last annual accounts and balance sheet are sent herewith. The following is an abstract from the statement of the revenue and expenditure of the Greenock Harbour Trust for the year ending 3rd September, 1900 :—

GREENOCK HARBOUR TRUST.

Dr. Abstract of Revenue Account for Year ending 3rd September 1900. Cr.

RECEIPTS.	1899. £ s. d.	1900. £ s. d.	PAYMENTS.	1899. £ s. d.	1900. £ s. d.
To Harbour Dues	41,297 13 2	40,551 11 8	By Salaries	2,796 8 7	2,896 2 5
„ Graving Docks	2,651 4 –	2,764 14 7	„ Incidental Expenses	328 17 3	282 12 6
„ Cranes	2,909 6 2	3,277 13 6	„ Maintenance of Breasts and Quays	1,465 15 8	1,119 5 4
„ Coal Shoot	23 6 3	7 17 8	„ Maintenance of Wharves	481 5 7	248 2 5
„ Railway Traffic	718 2 5	811 8 6	„ „ „ Sheds	539 14 5	538 14 10
„ Warehouses	2,430 7 –	1,242 18 10	„ Police	3,115 6 8	3,115 6 8
„ Rents of Timber Ground	505 19 7	547 – 9	„ Gas Lighting	1,033 4 4	1,045 14 1
„ Weighing Machines and Gearing	176 5 11	183 14 6	„ Cleaning the Quays	199 5 2	204 19 10
„ Timber Ponds	622 9 6	593 14 6	„ Graving Docks	1,009 5 4	1,073 2 8
„ Properties	1,803 9 3	1,842 8 10	„ Cranes	3,377 18 7	3,235 19 9
„ Dredging	912 – –	616 – –	„ Coal Shoot	177 14 4	365 2 3
„ Fees Account	42 15 –	50 5 –	„ Railway Traffic	557 6 3	509 16 5
			„ Warehouses	745 13 5	607 10 10
			„ Weighing Machines and Gearing	275 6 7	202 2 6
			„ Timber Ponds	255 14 9	252 11 1
			„ Properties	639 13 3	445 14 7
			„ West Harbour Bridge	119 15 11	150 4 7
			„ James Watt Dock	586 3 3	658
			„ Lighting River Embankment	43 – 9	62 15 2
			„ Waiting Rooms	60 11 10	127 3 7
			„ Rents and Feu-duties	1,843 8 2	1,855 17 5
			„ Stamps, Stationery, &c.	212 6 –	240 13 1
			„ Assessments Account	3,866 15 8	3,825 6 –
			„ Dredging	1,160 14 9	613 18 –
			„ Law Expenses	20 12 6	13 18 10
			„ Miscellaneous	171 1 2	19 2 6
			„ Opposition to Renfrew Harbour Bill, Session 1898	759 – 5	–
			„ Opposition to Renfrew Harbour Bill, Session 1899	183 16 7	457 3 5
			Total Expenditure	26,025 17 2	24,167 5 7
			„ Balance—Carried to Net Revenue Account	28,067 1 1	28,322 2 9
Total Revenue £	54,092 18 3	52,489 8 4	£	54,092 18 3	52,489 8 4

WM HUTCHESON Treasurer.

Miscellaneous Appendix.

No. 12—continued.

Dr. NET REVENUE ACCOUNT for Year ending 3rd September, 1900. Cr.

	1899.			1900.				1899.			1900.		
	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
To Balance brought from last year	19,714	5	8	16,035	11	3	By Interest on Terminable Debentures	4	11	–	4	1	11
,, Balance brought from Revenue Account	28,067	1	1	28,322	2	9	,, Interest on "A" Debenture Stock	13,938	11	4	13,938	11	5
,, Bank Interest Received	117	7	1	151	6	–	,, Interest on "B" Debenture Stock	17,918	14	2	15,850	19	3
							,, Interest on Bank Advances	1	6	1	13	6	8
£	47,898	13	10	44,509	–	–	£	31,863	2	7	29,806	19	
,, Add—Sum set apart in Special Account, for "Rates under Appeal," made available for dividend by Sheriff's decision in favour of the Trust	—			1,048	4	8	,, Balance available for Interest at Martinmas	16,035	11	3	15,750	5	5
£	47,898	13	10	45,557	4	8	£	47,898	13	10	45,557	4	8

WM. HUTCHESON, Treasurer.

BALANCE SHEET for Year ending 3rd September, 1900.

Dr. CAPITAL ACCOUNT. Cr.

	1899.			1900.				1899.			1900.		
	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
To Loan Account	186	2	11	—			By Property Account	762,247	3	1	763,939	17	10
,, "A" Debenture Stock Account	398,276	19	3	398,294	9	3	,, Princes Pier, &c.	25,839	11	4	25,839	11	4
"B" Debenture Stock Account	1,102,740	12	1	1,102,748	3	1	,, Garvel Park Works—Graving Dock, &c.	121,396	10	2	121,396	10	2
	1,501,203	14	3	1,501,042	12	4	,, Do., James Watt Dock	653,339	19	7	653,518	4	7
,, Net Free Stock Account	133,195	12	10	131,967	13	1	,, Timber Ponds at Finlaystone	1,700	–	–	1,700	–	–
,, Harbour Dues—Deposits	599	19	7	—			,, West Quay Improvement	10,222	17	10	10,222	17	10
,, Accounts Due by the Trust—Estimate	2,819	16	9	2,262	13	4	,, Cartsdyke Harbour	2,292	9	0	2,292	9	–
,, Open Accounts	955	19	–	1,581	6	2	,, Customhouse Quay—Extension	52,875	–	9	52,875	–	9
,, Rates under Appeal	1,048	4	8	959	11	8	,, Coal Shoot Platform	899	19	3	899	19	3
,, Balance at Credit of Net Revenue Account	16,035	11	3	15,750	5	5	,, Debenture Stock (Conversion) Account	6,920	12	2	6,920	12	2
							,, Alterations to Cranes Nos. 1A and 21	2,186	6	5	2,186	6	5
							,, Conversion of Store No. 128 into Cattle Auction Mart	136	16	9	110	16	9
							,, Sawmills in Cartsdyke—New Machine Account	228	18	6	218	18	6
							,, Suspense Account	761	10	5	683	18	10
							,, Money in Banks	11,622	11	4	6,702	3	8
							,, Cash in the hands of the Treasurer	7	8	6	6	17	6
							,, Harbour Dues Outstanding	—			614	3	9
							,, Accounts Due to the Trust—Estimate	2,962	9	4	2,973	–	–
							,, Open Accounts	218	13	11	462	13	8
£	1,655,858	18	4	1,653,564	2	0		1,655,858	18	4	1,653,564	2	–

WM. HUTCHESON, Treasurer.

Greenock, 20th September, 1900.—As Auditor appointed by the Sheriff of Renfrew and Bute, in terms of Section 39 of the Greenock Harbour Act, 1888, to Audit the Accounts of the Trustees, I beg to report that the Cash Transactions of the Treasurer, for the year from 5th September, 1899, to 3rd September, 1900, as entered in the General Cash Book and Ledger, have been carefully examined and found correct. The Receipts have been checked with the Collector's Cash Book and other Subsidiary Books, and the Disbursements are all sufficiently vouched and correctly stated. The Balance due by he Treasurer, as at the 3rd September, 1900, is Six Pounds Seventeen Shillings and Sixpence.

LOUSON WALKER, C.A., Auditor.

Greenock 2nd October, 1900.—The Trustees of the Port and Harbours of Greenock, having examined the oregoing Accounts, allow the same to be just and true, and hereby certify the maccordingly.

JNO. BLACK, Provost and Chairman.

THO. WILSON, Secretary.

REVENUE and EXPENDITURE since the Re-Constitution of the Trust under the Greenock Harbour Act, 1888.

	Revenue.	Expenditure.		Revenue.	Expenditure.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
1889 - - - -	59,382 19 2	23,908 3 6	1895 - - - -	60,187 17 4	23,933 14 –
1890 - - - -	60,697 4 8	23,812 19 6	1896 - - -	58,832 12 6	21,636 – 5
1891 - - - -	59,997 4 7	23,878 14 4	1897 - - - -	54,086 18 6	23,230 17 10
1892 - - - -	64,667 16 6	24,659 19 10	1898 - - - -	55,264 9 1	23,664 12 11
1893 - - - -	56,527 13 7	23,358 8 4	1899 - - - -	54,092 18 3	* 24,977 12 6
1894 - - - -	55,263 4 –	24,231 – 8	1900 - - -	52,489 8 4	* 23,207 13 11

WM. HUTCHESON, Treasurer.

NOTE.—The figures marked thus (*) show the Expenditure after deduction of the "Public Health" and "Local Improvement" Rates, successfully appealed against.

ABSTRACT of TONNAGES of Vessels arriving at and departing from the Port of Greenock for Years 1898-99 and 1899-1900.

	1899–1900.			1898–1899.			Increase.	Decrease.
	Inwards.	Outwards.	Total.	Inwards.	Outwards.	Total.		
I. FOREIGN - - - -	207,364	39,890	247,254	205,442	40,191	245,633	1,621	—
II. COASTING:								
Outside of Cumbraes:								
1st. Sailing Vessels - - -	32,879	5,927	38,806	16,168	8,084	24,252	14,554	—
2nd. Steamers, Paying Voyages	999,878	999,878	1,999,756	1,037,814	1,037,814	2,075,628	—	75,872
Do. Free Voyages -	159,356	159,356	318,712	133,226	133,226	266,452	52,260	—
Total, Coasting - - -	1,192,113	1,165,161	2,357,274	1,187,208	1,179,124	2,366,332	66,814	75,872
III. RIVER:								
Inside of Cumbraes:								
1st. Lighters and other Small Craft.	23,364	39,615	62,979	28,076	33,257	61,333	1,646	—
2nd. Passenger Steamers:								
Paying Voyages - -	202,492	202,492	404,984	205,735	205,735	411,470	—	6,486
Free Voyages - -	431,911	431,911	863,822	607,270	607,270	1,214,540	—	350,718
3rd. Luggage Steamers:								
Paying Voyages - -	41,506	41,506	83,012	42,013	42,013	84,026	—	1,014
Free Voyages - - -	456	456	912	790	790	1,580	—	668
Total, River - - -	699,729	715,980	1,415,709	883,884	889,065	1,772,949	1,646	358,886
Total, Foreign, Coasting and River - - -	2,099,206	1,921,031	4,020,237	2,276,534	2,108,380	4,384,914	70,081	434,758

Harbour Dues Office, Greenock, 19th September, 1900.

DUNCAN DARROCH, Collector.

Miscellaneous Appendix.

No. 12—continued.

COMPARATIVE STATEMENT of the Principal Imports and Exports at the Port of Greenock for Two Years ending 4th September, 1899, and 3rd September, 1900.

	1899.	1900.	Increase.	Decrease.
FOREIGN:				
Imports:	*Tons.*	*Tons.*		
Sugar	49,895	58,165	8,270	—
	Tons.	*Tons.*		
Iron ore	8,433	3,648	—	4,785
Timber:	*Loads.*	*Loads.*		
Pine and Teak	70,212	76,313	6,101	—
Oak, Elm, and Ash	21,431	11,316	—	10,115
Deals	34,391	27,380	—	7,011
Total	126,034	115,009	—	11,025
Exports:	*Tons.*	*Tons.*		
Coals	35,503	35,234	—	269
Iron	8,059	7,607	—	452
Pig Iron	100	—	—	100
Sugar	717	496	—	221
COASTING:				
Imports:	*Tons.*	*Tons.*		
Coals	13,766	10,161	—	3,605
Pig Iron	3,612	45,230	41,618	—
Iron Ore	3,209	18,830	15,621	—
Sand	6,971	5,398	—	1,573
Sugar	12,586	9,132	—	3,454
Exports:	*Tons.*	*Tons.*		
Coals	55,775	61,452	5,677	—
Pig Iron	500	—	—	500
Sugar	42,490	42,421	—	69
Manure	1,950	1,917	—	33

Harbour Dues Office, Greenock, 19th September, 1900.

DUNCAN DARROCH, Collector.

13. Replies of the North Eastern Railway Company and the Hull, Barnsley, and West Riding Junction Railway and Dock Company.

(The numbers of the Answers correspond to those in the List of Questions. See Appendix 7.)

The Docks at Hull are owned by the North Eastern Railway Company, with the exception of the Alexand Dock, which belongs to the Hull, Barnsley, and West Riding Junction Railway and Dock Company.

1. Twenty-two miles (Alexandra Dock) to 25 miles (St. Andrew's Dock).

2. The access from the sea is by the River Humber.

The depth of the main channel, between the sea and the Hull Docks, varies from four to eleven fathoms at low water, spring tides.

3. Twenty-two feet 6 inches at ordinary spring tides; 9 feet 10 inches at ordinary neap tides. At Alexandra Dock the mean range is 20 feet 10 inches at ordinary spring tides and 12 feet at ordinary neap tides.

4. Dimensions of Entrance Locks.

Name of Dock.	Length of Lock.	Breadth of Lock.	Depth at Low Water, Ordinary Spring Tides.
	Feet.	*Feet.*	*Feet.*
St. Andrew's Dock	250	50	7
Albert Dock	320	80	7
Humber Dock	158½	42½	5¾
Queen's Dock	121	38	Dry
Victoria Dock (Old Harbour Lock)	172	45	1¾
Victoria Dock (River Humber Lock)	120½	60 from Humber to Half-tide Basin, 50 from Half-tide Basin to Victoria Dock.	6¼
Alexandra Dock	550	85	12

5. In addition to entrance locks there are no locks connected with the Hull Docks except at Mytongate between the Humber and the Prince's Docks, and at Whitefriargate, between the Prince's and the Queen's Docks. Of these locks the following are the dimensions:—

	Length.	Breadth.	Depth at High Water, Ordinary Spring Tides.
	Feet.	*Feet.*	*Feet in.*
Mytongate Lock	120	36½	20 6
Whitefriargate Lock	130	36½	20 6

6.

Name of Dock.	Water Acreage.	Land Acreage.
	A. R. P.	A. R. P.
St. Andrew's Dock	11 0 10	20 0 9
,, ,, extension	9 0 36	64 3 30
William Wright Dock	5 3 37	13 0 23
Albert Dock	27 1 19	26 1 21
Railway Dock	2 3 9	6 0 14
Humber Dock	9 2 3	8 0 34
Prince's Dock	6 0 3	4 3 20
Queen's Dock	10 1 11	13 3 24
*Victoria Dock	59 3 29	91 0 9
Alexandra Dock	46 2 0	123 0
,, ,, extension	7 0 0	

The area of the following basins has not been included in the water acreage of the Victoria Dock:—

	A. R. P.
Humber Half-tide Basin	3 0 0
Drypool	1 0 8
	4 0 8

Miscellaneous Appendix.

No. 13.—continued.

7. The quayage of the docks has an aggregate length of about nine miles.
The only quays fronting the Humber, and used for landing purposes are :—

(*a.*) The foreign cattle depot, frontage 350 feet.

(*b.*) A small jetty known as the "Minerva Pier," and certain portions of the river wall near the Humber and Albert Docks. These are used for landing "urgent" goods, such as yeast and fruit, but the greater portion, even of these goods, are landed in dock. The maximum river frontage brought into use appears to be about 700 yards, but a much greater length is available.

(*c.*) The Victoria Pier having a frontage of 400 feet, and a small open dock in the rear, called the Ferry Boat Dock, which dock, however, can only be navigated at high tide, and can then only be used by river craft.

There are a number of small accommodation wharves on the River Hull. The total frontage of these probably does not exceed 300 yards, but mills, warehouses, &c., occupy the greater part of the frontage to the River Hull on both sides for a distance of about three miles.

8.

Name of Dock.	Width at Narrowest part.	Width at Broadest part.
	Feet.	*Feet.*
St. Andrew's Dock	10	80
St. Andrew's Dock (extension)	40	40
William Wright Dock	10	60
Albert Dock	10	60
Railway Dock	12	60
Humber Dock	8	45
Prince's Dock	7	45
Queen's Dock	35	55
Victoria Dock	35	95
Victoria Dock :		
Humber Entrance, Half-tide Basin	10	50
Drypool " "	7	50
Alexandra Dock	10	180

9. Two graving docks opening out of Alexandra dock.
One out of William Wright dock.
One (Central dry dock) at mouth of River Hull in close proximity to Humber Dock.
There are six smaller graving docks on the River Hull, two of which are situated above the North Bridge.

SLIPWAYS.

There are three slipways at the St. Andrew's Dock Extension used principally by trawlers, and one fronting the River belonging to the North Eastern Railway Company ; and in addition there are six large slipways fronting the River Humber owned as follows :—

Bailey and Leetham - - - - - - - - - - -
Earle's Shipbuilding and Engineering Company, Limited - - 5

10.

Name of Graving Dock.	Length.	Breadth at Entrance.	Depth of Water on Sill at ordinary High Tides.
	Ft. in.	*Ft. in.*	*Ft. in.*
Alexandra Dry Dock, No. 1 (Hull and Barnsley Railway Company).	500 0	60 0	19 0
Alexandra Dry Dock, No. 2 (Hull and Barnsley Railway Company).	550 0	65 0	21 6
William Wright Dock Graving Dock (North Eastern Railway Company).	501 0	50 0	18 0
Central Dry Dock (Hull Central Dry Dock and Engineering Company, Limited).	350 0	47 6	18 0
Union Dry Dock (Cooper and Company)	216 0	48 6	14 0
Cooper and Company's Dry Dock	170 0	33 6	15 0
Groves Dry Dock (Walker and Smith, Limited).	163 6	36 6	12 0
No. 1 Dry Dock (R. J. Harper)	150 6	38 0	15 0
Hunt, Fowler and Company's Dry Dock	120 0	39 0	12 0
Crown Dry Dock (J. Barton)	104 0	22 0	10 0

Name of Slipway.	Length.	Length of Cradle.	Draught on Blocks at High Water, Ordinary Spring Tides.
	Feet.	*Feet.*	*Ft. in.*
Humber Ironworks Patent Slip (Bailey and Leetham).	600	293	15 6
St. Andrew's Dock (North Eastern Railway Company).	3 slipways, each with a cradle 175 feet long.		—
No. 2. Slipway, Victoria Dock (North Eastern Railway Company).	700	260	17 0
Earle's Shipbuilding and Engineering Company, Limited, No. 1	750	270	17 9
" " No. 3	750	302	18 0
" " No. 4	800	330	18 3
" " No. 5	360	142	16 9
" " No. 6	360	142	16 9

11. Those which open from the docks belong to the railway companies who own the docks. The Central dry dock belongs to the Central Dry Dock and Engineering Company, Limited. The rest belong to various private owners.

12. For the use of the graving docks belonging to the two railway companies, the following is the scale of charges :—

RENT.

	d.		
1st day	1¼	per ton	gross register.
2nd day	1	„	„
3rd day	1	„	„
4th day	1	„	„
5th day	1	„	„
6th and each succeeding day	2	„	„

(No charge is made for Sunday unless work be performed on that day.)

The days to be of 24 consecutive hours each, and to commence and be reckoned from the time of the entry of the vessel into the graving dock. A fractional part of a day to be charged as one day.

PUMPING.

	£	s.	d.
Vessels under 1,000 tons gross register	5	–	–
Vessels of 1,000 and under 1,500 tons gross register	6	–	–
Vessels of 1,500 tons gross register and above	7	10	–

BLOCK CAPS.

	£	s.	d.
Vessels under 1,000 tons gross register	1	–	–
Vessels of 1,000 and under 1,500 tons gross register	1	5	–
Vessels of 1,500 tons gross register and above	1	10	–

For the use of private graving docks there are no fixed scales of charges. Such charges are matters arrangement between owner of dock and owner or master of ship.

13. There are repairing shops adjoining the two graving docks at the Alexandra Dock, but not at the William Wright Dock. The repairing shops at the Alexandra Dock are in the hands of Messrs. Amos and Smith.
The Central Dry Dock Company have repairing shops adjoining their dock.
There are repairing shops adjoining all the other dry docks, and slipways.

14. The Corporation are the Port authority of the Ancient Port of Hull, which practically comprises the lower part of the Old Harbour or River Hull.

15. The North Eastern Railway with that Company's Docks, and the Hull and Barnsley Railway with the Alexandra Dock. The London and North Western Railway, Great Central Railway, and Lancashire and Yorkshire Railway exercise running powers to Hull over the North Eastern Railway, and the Midland Company have also running powers over the latter railway, but do not now exercise them.

16. The railways round the docks or quays are worked by the railway companies who are the Dock authorities, and all charges that are made are paid to them.

17. There is road access to all the docks, and water access from the Humber, and its tributary the River Hull. By means of the Humber there is of course access from the Trent and the Ouse and the inland system of canals communicating therewith.

18. There are no lay-byes.

With regard to the facilities given for the erection of works on the property of the Dock authority, land is le around certain of the docks and buildings erected, the terms of the tenancies being in each case agreed between the lessors and lessees.

19. The present Dock authorities are respectively the North Eastern Railway Company and the Hull and Barnsley Railway and Dock Company, which are companies incorporated by statute.
The only change which has taken place since 1884 was effected in 1893, when the Hull Dock Company's under taking was transferred to the North Eastern Railway Company.

20. Each railway maintains a local manager, engineer, and working staff.

21. The shipowners or merchants or the railway companies as may be arranged. The Dock owners have no power to enforce their labour on shipowners or merchants for discharging or loading cargoes.

22. The following are the principal enactments relating to the Docks :—

North Eastern Railway Company's Docks.
14 Geo. III. cap. 56, 1774.
42 Geo. III. cap. 91, 1802.
7 & 8 Vict. cap. ciii, 1844.
24 & 25 Vict. cap. lxxix, 1861.
52 & 53 Vict. cap. xcix, 1889.
56 & 57 Vict. cap. cxcviii, 1893.

Hull and Barnsley Railway Company's Dock.
43 & 44 Vict. cap. cxcix, 1880.

23. (*a*) Powers to sell—

Both the Railway Companies are not only empowered, but are under a statutory obligation to sell nd transfer their respective dock undertakings to the Corporation of Hull or to Public Dock Trustees constituted by Parliament, on being requested in writing so to do by the Corporation or the d Trustees.

The above obligation is imposed as regards the Docks of the North Eastern Railway Company by the North Eastern Railway (Hull Docks) Act, 1893, Section 9. As regards the Hull and Barnsley Dock by Article 17 of the Agreement scheduled to the Hull, Barnsley and West Riding Junction Railway and Dock Act, 1880, and as regards a new Dock which the two Companies obtained power to construct in 1899 by the Hull Joint Dock Act, 1899, Section 93.

(*b*) Powers to mortgage—

Both Dock authorities are empower d by their various Acts to raise loans.

See also Acts of Parliament.

Miscellaneous Appendix. — No. 13—continued.

24. (*a*) The authorities dealing with pilotage are :—

(1.) The Hull Trinity House, who examine and license pilots, and who can alone revoke such licences.

(2.) The Humber Pilotage Commissioners, who are empowered to regulate the conditions of the pilotage service, to suspend pilots for misconduct, and, within certain limits, to fix and alter rates of pilotage.

Pilotage is compulsory.

(*b*) The rates of pilotage are as follows :—

RATES OF HUMBER PILOTAGE.

INWARD.

From.	To.	Rate per Foot.
		s. *d.*
The distance at sea where the Outer Banks Buoy bears S.S.E. ½ E. to the southward of Kilnsea Beacon	Hawke Roads or Grimsby Roads	2 6
The distance at sea where the Spurn Lightship bears S. by W. ¾ W. to the southward of the Outer Banks Buoy	Grimsby Docks	3 6
The distance at sea where the Sand Haile Buoy bears S.W. by S. to the southward of the Spurn Lightship	Whitebooth Roads	3 6
The distance at sea where Donna Nook bears S.W. ½ W. to the southward of the Sand Haile Buoy	The Port of Kingston-upon-Hull	4 6

OUTWARD.

To.	From.	Rate per Foot.
		s. *d.*
The distance at sea where the Outer Banks Buoy bears S.S.E. ½ E. to the Southward of Kilnsea Beacon	Hawke Roads or Grimsby Roads	2 0
The distance at sea where the Spurn Lightship bears S. by W. ¾ W. to the southward of the Outer Banks Buoy	Grimsby Docks	3 0
The distance at sea where the Sand Haile Buoy bears S.W. byS. to the southward of the Spurn Lightship	Whitebooth Roads	3 6
The distance at sea where Donna Nook bears S.W. ½ W. to the southward of the Sand Haile Buoy	The Port of Kingston-upon-Hull	4 0

INWARD OR OUTWARD.

From or to.	To or From.	Rate per Foot.
		s. *d.*
The Westward of the above limits to Spurn High Lighthouse bearing N.E.	Hawke Roads or Grimsby Roads	1 2
	Grimsby Docks	2 2
	Whitebooth Roads	2 4
	The Port of Kingston-upon-Hull	3 6
Grimsby Docks	The Port of Kingston-upon-Hull	3 6
The Hawke Roads	Grimsby Docks	1 6
The Hawke Roads, the Buoy of the Burcome, or Grimsby Roads	Whitebooth Roads	1 6
	The Port of Kingston-upon-Hull	2 6
The Buoy of the Burcome or Grimsby Roads	Grimsby Docks	1 0
Whitebooth Roads	The Port of Kingston-upon-Hull	1 6
Any Dock or Slip in the Port of Kingston-upon-Hull, or at New Holland	Any Dock or Slip in the Port of Kingston-upon-Hull:	
	Under 300 tons nett register	7 6
	„ 1,000 „ „	10 6
	„ 1,500 „ „	15 0
	„ 2,000 „ „	20 0
	Over 2,000 „ „	25 0

Ships and vessels inward bound in ballast to pay only two-thirds of the above rates.

Ships and vessels employed in the coasting trade to pay Inward to Grimsby Docks, 1*s.* 9*d.* per foot, and to the Port of Kingston-upon-Hull, 2*s.* 6*d.* per foot, and Outward from Grimsby Docks, 1*s.* 6*d.* per foot, and from Kingston-upon-Hull, 2*s.* per foot.

For the fractional part of a foot, such fractional part being not less than half a foot, a proportionate rate.

For intermediate distances a proportionate rate.

Ships and vessels drawing less than six feet of water to pay for six feet.

Attendance on board ships in any roadstead, per day, 7*s.* 6*d.*

Adjusting compasses each tide, 10*s.* 6*d.*

Chas. C. Hart
Clerk to the Commissioners.

The pilotage board is known as the Humber Pilotage Commissioners, a body consisting of representatives of the Corporation, of the Hull Trinity House, of merchants and shipowners, and of Humber pilots.

(*c*) As regards the Humber there is practically no authority which deals with any silting up of the river and accumulation of refuse, so far as affecting navigation. The Humber Conservancy Commissioners are entrusted with the conservancy of the entire river, and are under an obligation to remove wrecks, and they have also the power, if they think fit to exercise it, to remove anything, whether fixed or floating, and whether caused by natural or artificial agency, which, in their opinion, impedes or obstructs, or is likely to impede or obstruct, the navigation; but the only dredging which is actually done is done by the two railway companies, adjoining or near to the entrances to their docks, and for which they have statutory authority.

The Hull Trinity House has the lighting and buoyage of the river.

As regards the lower part of the River Hull, which is called the Old Harbour, the Hull Corporation, as the owners thereof, cleanse and remove obstructions therefrom, so far as they affect navigation.

25. There is no obligation on the part of anybody to dredge and maintain the navigable channel of the Humber, and as a fact no such dredging is done, nor is anything done for the maintenance of that channel, except the removal of wrecks, by or under the authority of the Humber Conservancy Commissioners, who have power to recover the cost of such removal from the owners of the vessels.

26. The annual cost of dredging inside and outside the docks cannot be given separately, but the total amount expended by the two companies in dredging is about £15,000 a year, of which about £10,000 is expended by the North Eastern Railway Company in dredging inside their docks and the approaches thereto, and £5,000 by the Hull and Barnsley Company, nearly all of which is expended in dredging the approach to their Dock.

The North Eastern Railway Company own 7 dredgers. They are not, however, used at Hull alone, but at different Ports.

The Hull and Barnsley Company own three dredgers which have not been measured for their tonnage.

The dredged material is deposited in the River Humber within limits determined by the Humber Conservancy Commissioners.

27. Buoying is dealt with by the Hull Trinity House.

The River Humber is surveyed by the Humber Conservancy Commission and the Board of Trade.

The river banks are maintained by many different authorities—in some places by Drainage Commissioners, but in most by riparian owners. It is impossible to ascertain the cost of maintenance for any defined period.

28. (*a*) The North Eastern Railway Company, by virtue of the amalgamation of the undertaking of the Hull Dock Company with the undertaking of that Railway Company, effected by Act of Parliament (56 & 57 Vict. c. cxcviii.), have the power of making bye-laws, previously conferred upon the Dock Company by their own Acts of Parliament, *inter alia* 7 & 8 Vict. c. ciii., ss. 267, 269, and 271; 24 & 25 Vict. c. lxxix., ss. 19, 104, 105; and 40 Vict. c. xxv., s. 34.

(*b*) The Hull and Barnsley are empowered by their first Act of Parliament (43 & 44 Vict. c. cxcix, ss. 134, 135) to make bye-laws as to their docks, quays, etc.

See Copies of the bye-laws.

29. Principally by gas but to a small extent by electric light. Goods are discharged at night.

30.

Albert Dock, 1 sheer legs lifting 80 tons.
" " 1 hydraulic crane lifting 25 tons.
" " 1 steam crane lifting 25 tons.
" " 3 steam cranes lifting 20 tons.
" " 1 hydraulic crane lifting 3 tons.
William Wright Dock, 1 hydraulic crane lifting 25 tons.
St. Andrew's Dock, 1 hydraulic crane lifting 25 tons.
Humber Dock, 1 steam crane lifting 25 tons.
" " 1 steam crane lifting 12 tons.
Railway Dock, 1 hydraulic crane lifting 25 tons.
" " 1 steam crane lifting 20 tons.
Queen's Dock, 1 hydraulic crane lifting 3 tons.
Victoria Dock, 1 steam crane lifting 45 tons.
" " 1 steam crane lifting 20 tons.
" " 1 steam crane lifting 10 tons.
" " 1 steam crane lifting 5 tons.
Prince's Dock, 1 hydraulic crane lifting 12 tons
" " 1 hydraulic crane lifting 7 tons.

Besides these there are hand cranes and steam travelling cranes of varying power.

31. Sheer legs to lift 80 tons at Albert Dock; 100-ton crane at Alexandra Dock.

32. In addition to the cranes mentioned in the preceding answer, several of which are used for loading coal, there are coal hoists, three at the Albert Dock, one at the Humber Dock, three at the Victoria Dock, and seven at the Alexandra Dock.

33. There are elevators and other appliances for loading, unloading, and storing grain, at private warehouses, on the River Hull, and also at certain of the Docks.

Consolidated rates and charges for particular services are made as shown in the tables in the pamphlet "Regulations and Schedules, &c.", pp. 39 to 43.

34. Yes. There are crane facilities on the Docks for delivering straight from the holds of vessels on to the quays into sheds, railway trucks and carts.

With regard to delivery from the holds of vessels into barges, the facilities consist of shore cranes and jiggers as well as gear on board the vessels.

35. Timber ponds adjoin the Victoria Dock, having a water area of 39¾ acres, and there are deal yards at the Victoria and Queen's Docks of 212,300 square yards.

There are mineral oil tanks near the William Wright Dock, capable of containing about 2,000,000 gallons.

At the William Wright Dock there is cold storage for 100,000 carcases of frozen mutton, and for general produce. There are also chilling rooms at the Victoria Dock Cattle depôt.

At the Victoria Dock there is a lairage for 450 head of cattle or 2,800 head of sheep or pigs, and at the Albert Dock there is a lairage for 250 head of cattle or 2,200 head of sheep.

Miscellaneous Appendix. No. 13—continued.

The timber ponds, deal yards, cold air storage, and lairage are part of the Hull Docks Estate of the North Eastern Railway Company. The mineral oil tanks are provided by two private companies.

There are large timber yards also on the Citadel Estate, and on other lands belonging to the North Eastern Company, rented by private firms or otherwise available for timber traffic.

At the Alexandra Dock of the Hull and Barnsley Company there is accommodation for the storage of timber and other goods.

36. None of the sheds have storeys over them, but there are warehouses, with from one to eight storeys, in addition to the sheds.

The shed space at each dock is as follows :—

William Wright Dock	2,254	square yards.
Albert Dock	1,940	„ „
Railway Dock	8,282	„ „
Humber Dock	6,158	„ „
Prince's Dock	5,492	„ „
Queen's Dock	4,172	„ „
Victoria Dock	1,566	„ „
Alexandra Dock	4,576	„ „

It should be stated that the ground floor of many of the warehouses is open to the quays, and is used in the same way as sheds.

37. Those at the docks are owned and maintained by the Railway Companies and worked by them. There are also numerous large private warehouses on the River Hull, which are of course maintained by the owners.

38. The warehouses in Hull consist, as stated in the preceding answer, of certain warehouses round the Docks which have been erected under statutory powers by and are the property of and maintained by the two Railway Companies, and numerous private warehouses situate on the River Hull.

When the Hull Dock Company's undertaking was acquired by the North Eastern Railway Company in 1893 the Act by which the transfer was effected contained the following provision for the protection of independent warehousemen, which was inserted owing to their opposition.

NORTH EASTERN (HULL DOCKS) ACT 1893, SEC. 23, FOR PROTECTION OF INDEPENDENT WAREHOUSEMEN.

"23. If the rents or charges charged or made by the Company in respect of any warehouse at Hull forming part of the dock undertaking shall be such as to create unfair or undue competition with the owner or lessee of any private warehouse at Hull, it shall be lawful for such owner or lessee to make complaint thereof to the Board of Trade, who shall thereupon appoint an arbitrator to hear and determine the subject matter of such complaint, and the costs of the reference and award shall be in the discretion of such arbitrator. In case the Company shall fail to observe the terms of any award to be made by such arbitrator, such owner or lessee may make complaint thereof to the Railway and Canal Commission, who shall have the like jurisdiction to enforce the award as they have to enforce their decision, order or judgment, on a complaint of a contravention of Section 2 of the Railway and Canal Traffic Act, 1854, as amended by subsequent Acts."

As a fact, the two railway companies and the independent warehouse owners have formed themselves into an organisation known as "The Associated Warehouse Keepers of Kingston-upon-Hull," and the Association have agreed to a scale of rates, and certain regulations, which are as follows :—

The following minimum rates and charges have been agreed upon by the Associated Warehouse Keepers of Kingston-upon-Hull (who store merchandise other than their own), and will remain in operation until further notice.

The members of the Association are as follows :—

The North Eastern Railway Company.	John Scott.
The Hull, Barnsley, and West-Riding Junction Railway and Dock Company.	G. Malcolm & Son.
	Woodhouse & Co.
Saner & Harrison.	T. D. Simpson.
The Waterloo Mills Cake and Warehousing Co., Limited.	J. Ostler & Co.
	G. W. Heseltine.
W. Gilyott & Co., Limited.	J. Beautement.

Secretary to the Association :—
W. D. Theaker, Exchange Buildings, Bowlalley Lane, Hull.

The several warehouses are divided into three groups :—

Those of the North Eastern Railway Company, and the Hull, Barnsley and West Riding Junction Railway and Dock Company being grouped	No. 1
Those of the Harbour side Warehouses below North Bridge being grouped	No. 2
Those above that Bridge	No. 3

The standard weight of grain and seed per quarter upon which charges will be levied will be as follows, viz. :—

Wheat, Wheat Screenings, Maize, Rye, Peas, Beans, Dari and Tares	480 lbs.	per qr.
Barley and Buckwheat	448 lbs.	„
Milletseed, Linseed, Rapeseed, Nigerseed, Cockleseed, and Cockleseed Screenings	424 lbs.	„
Oats	336 lbs.	„

Last of grain or seed to consist of 10 qrs.
The charges on Cottonseed are quoted per ton of 20 cwt.

1. GRAIN AND SEED, ex SHIP.

Groups Nos. 1, 2 and 3.—Landing, including lighterage or truckage, ex ship, wharfage, housing, weighing twice, and delivering from warehouse, including bagging, tying and twine when required } Consolidated rate 5/5 per last.

Allowances—

To merchants who weigh and deliver grain or seed in bulk overside at their own cost, 10*d.* per last, and deliver overside without weighing 5*d* per last.

To merchants who deliver grain or seed in original bags (except Indian) overside into craft at their own cost, 4*d.* per last, and similarly weigh and deliver overside 7*d.* per last.

To merchants who weigh and deliver Indian grain or seed overside into craft at their own cost, 11*d.* per last.

To merchants who employ sworn weighers to weigh, when the Associated Warehouse Keepers are working grain or seed overside an allowance of 1½*d.* per last.

Rent per week. Group No. 1, 2½*d.* per last; group No. 2, 5 per cent. less than No. 1; group No. 3, 12½ per cent. less than No. 1.

2. GRAIN AND SEED, ex Lighter.

Groups Nos. 1, 2 and 3.—Landing, wharfage, housing, weighing and delivering, including bagging, tying and twine when required - - - - - - - - - - } Consolidated rate 3s. 9d. per last.

Rent per week.—Group No. 1, 2½d. per last; group No. 2, 5 per cent. less than No. 1; group No. 3, 12½ per cent. less than No. 1.

3.—GRAIN AND SEED FOR IMMEDIATE DELIVERY ON CONDITIONS STATED BELOW.

Groups 1, 2 and 3.—Delivering ex ship to quay, shed, warehouse, or lighter. Weighing twice and delivering, including bagging, tying, and twine; and for steamers ten running days, and for sailing vessels six running days, free of rent after completion of continuous discharge from ship of the parcel or cargo as the case may be. } 4s. 2d. per last.

This rate applies whether the whole or part of the services are performed by the Warehouse Keepers, and merchants must give written instructions before or at the commencement of the discharge from ship.

At the expiration of the above-mentioned periods any grain or seed remaining to be dealt with will be subject to a charge of 6s. 5d. per last (instead of 4s. 2d.) and rent will commence to accrue as under:—

Rent per week.—Group No. 1, 2½d. per last. Group No. 2, 5 per cent. less than No. 1. Group No. 3, 12½ per cent. less than No. 1.

Orders for delivery will only be executed in regular turn with customary despatch; any extra expense incurred to enable delivery to be given within the time allowed to be paid by the merchant.

If the discharge of the cargo be suspended for more than 48 hours for want of ballast, or for placing the ship in dry dock, the grain or seed then delivered shall be considered as the whole of the parcel and the delivery completed, a fresh order being required for dealing with the residue.

4.—COTTONSEED EX SHIP.

Group No. 1.—Landing ex ship, including lighterage, wharfage, housing, twice weighing, and delivering, including bagging, tying and twine, if required. Egyptian cottonseed, 3s. 9d. per ton. All other kinds of cottonseed, 4s. 2d. per ton.

Rent per week, 1½d. per ton.

Groups Nos. 2 and 3.—Working overside, lighterage ex ship, housing, twice weighing, and delivering, including bagging, tying and twine, if required. Egyptian cottonseed, 3s. 11d. per ton. All other kinds of cottonseed, 4s. 4d. per ton.

Rent per week.—Group No. 2, 10 per cent. less than No. 1. Group No. 3, 15 per cent. less than No. 1.

ALLOWANCES—

To merchants who weigh and deliver cottonseed into craft overside, at their own cost, 2d. per ton.

To merchants who employ sworn weighers to weigh when the Associated Warehouse Keepers are working overside, 1d. per ton.

COTTONSEED, ex Lighter.

Group No. 1.—Landing, wharfage, housing, once weighing, and delivering, including bagging, tying, and twine, if required.

Egyptian cottonseed, 3s. 4d. per ton. All other kinds of cottonseed, 3s. 10d. per ton.

Rent per week, 1½d. per ton.

Groups Nos. 2 and 3.—Landing, housing, once weighing, and delivering, including bagging, tying and twine, if required,

Egyptian cottonseed, 2s. 9d. per ton. All other kinds of cottonseed, 3s. 4d. per ton.

Rent per week.—Group No. 2, 10 per cent. less than No. 1; group No. 3, 15 per cent. less than No. 1.

CHARGES FOR ADDITIONAL SERVICES.

Making up grain or seed bags—Cental bags, 4s. 2d. per thousand; larger bags, 6s. per thousand.

Empty bags in bundles—Rent for bags remaining in possession of Warehouse Keepers longer than six days after discharge of parcel or cargo, 6d. per ton per week.

Wharfage charge, 1s. per ton.

Labourage—Landing, 1s. per ton; housing, 1s. per ton; weighing, 1s. per ton; delivering, 1s. per ton. Weighing and delivering ex ship 2s. 6d. per ton.

Turning to air—Grain and seed, 4d. per last; Egyptian cottonseed, 2½d. per ton; all other kinds of cottonseed 4d. per ton.

Weighing over in warehouse—Grain and seed, 2s. 6d. per last; Egyptian cottonseed, 1s. 6d. per ton; all other kinds of cottonseed, 1s. 10d. per ton.

Extra weighing—At the time of housing or delivering, when not otherwise provided for in the rates. Grain and seed, 5d. per last; cottonseed, 3d. per ton.

Screening, etc.—By Boby or other patent machine, 7d. per quarter; by common screen, 3d. per quarter; by hand blowing machine, 3½d. per quarter.

Labourage—For operations not previously named, 7s. per man per day.

Overtime at ships—Orders for work required to be done after ordinary dock working hours shall be in writing, and contain an undertaking by the Company or Firm giving such order, to pay 9d. per hour per man engaged in such overtime, which charge shall be in addition to the ordinary rates stated in this book.

Sampling—Sampling, sealing samples, taking average of grain or seed, other than Indian, not more than 2 per cent. of the parcel, 6s. per thousand quarters; where taking average is not performed, 3s. 6d. per thousand quarters.

Taking average of bulk cargoes, 3s. per thousand quarters.

Sampling and sealing samples of grain and seed from Kurrachee, when performed on behalf of the shipper, (in addition to sampling, sealing and taring on behalf of the consignee), 3s. per hundred tons.

Sampling, sealing samples, and taring Indian grain and seed, not more than 2 per cent. of the parcel, 6s. per hundred tons.

Stamped Warrants—9d. each.

Registration of Transfers—The charge for registering transfers of grain and seed will be one week's rent, on each lot transferred, with a maximum charge of 2s. 6d. per lot, payable by the party issuing the order

CHARGES FOR WORKING OVERSIDE, SHIP TO CRAFT.

Grain and Seed (except Indian—Weighing and delivering in bulk or original bags, 1s. 1d. per last.

Weighing and delivering, including bagging, tying and twine, 1s. 7d. per last.

Indian Grain and Seed—Weighing and delivering in bulk or original bags, 1s. 4d. per last.

Weighing and delivering, including bagging, tying and twine, 1s. 10d. per last.

Miscellaneous Appendix.

No. 13—continued.

REGULATIONS.

The ex ship rates will not apply to grain, seed or cottonseed in lighters at the time that housing instructions are received by the Warehouse Keepers.

All charges on grain, seed or cottonseed housed shall be paid or payment guaranteed by the parties in whose names they are housed, unless transferred in the Warehouse Keeper's books, and in no case will transfer of a portion of a bulk be made unless the grain, seed or cottonseed be actually weighed over.

Rent will be charged in the case of parcels of grain, seed or cottonseed ex steamer as well as ex sailing vessels from the date on which the first portion of such parcel is deposited in the warehouses, or is delivered to craft for warehouse, and, in case of entire cargoes or parts of entire cargoes, from a date half-way between that on which the landing of the cargo or delivery to craft for warehouse was commenced and that on which it was completed, and all fractions of a week (after the first week) exceeding three days shall be charged as one week, but all grain, seed or cottonseed warehoused shall be charged one week's rent at the least.

When grain, seed or cottonseed has been turned overside into lighters belonging to or hired by the Warehouse Keepers, under the ex ship rate, and remain there for merchant's convenience more than three days from the commencement of the discharge into lighter or lighters, the ex lighter rate will be charged, plus lighterage of not less than 1*s.* 4*d.* per last. If the lighters do not belong to the warehouse keeper, the lighterage charge must be paid direct by the merchant.

Unless grain, seed or cottonseed has been weighed by the Warehouse Keepers' own servants immediately before or when being housed, the Warehouse Keepers will not be liable for any difference in weight, neither will the Warehouse Keepers be liable for any loss or damage which may arise through riots, strikes, or combinations of workmen, fires, storms, frosts, exceptional tides, weevils, or other vermin, from shrinkage from natural causes, or from other unforeseen contingencies, in respect of any grain, seed or cottonseed worked, warehoused, or delivered by them.

39. Cargo is allowed to remain on the quays or in the sheds for 48 hours without paying rent.

Special arrangements, however, are made for timber. *See* "Regulations and Schedules," pp. 44 to 50.

40 The schedule asked for will be found in the "Regulations and Schedules."

Tonnage dues are paid by shipowners; wharfage dues by shipowners, merchants, or consignees as may be arranged.

There are harbour dues, identical in amount with Tonnage dues, but these are payable only by vessels which enter the River Hull or the Port of Hull, and do not use any of the Docks. These dues are received by the Corporation.

There are also "water bailiff dues" paid to the Corporation, of which the following is a Schedule:—

	Anchorage.	Jettage Inwards.	Jettage Outwards.	TOTAL.
	s. d.	*s. d.*	*s. d.*	*s. d.*
Vessels - - - under 40 tons -	1 -	1 6	1 -	3 6
„ over 40 tons and „ 45 „ -	1 -	2 -	1 -	4 -
„ „ 45 „ „ 50 „ -	1 6	2 -	1 6	5 -
„ „ 50 „ „ 100 „ -	1 6	2 6	2 6	6 6
„ „ 100 „ „ 150 „ -	2 -	3 6	3 6	9 -
„ „ 150 „ „ 200 „ -	2 -	4 6	4 -	10 6
„ „ 200 „ „ 250 „ -	2 6	5 -	5 -	12 6
„ „ 250 „ „ 300 „ -	2 6	6 -	6 -	14 6
„ „ 300 - - - - - - -	2 6	7 -	6 6	16 -

41. The mode of calculating the tonnage of ships and goods is that which is set out in the Second Schedule of the Merchant Shipping Act, 1894.

42. No dues are levied either on the discharge of cargo overside into lighters or *vice versa*. The following provision with regard to the exemption from such dues both of lighters and goods loaded or unloaded overside from or into lighters is contained in Section 10 of the Act of 1893.

"10. The Company shall not at any time hereafter apply to Parliament to repeal alter or take away any now existing exemption or freedom from or limitation of dues or charges (1) in respect of animals goods minerals or things loaded or unloaded overside from or into any vessels lighters or river craft without passing over the quays or wharfs of the Company or (2) in respect of such vessels lighters or river craft as are now entitled to any such exemption freedom or limitation:

Provided that in the event of any such exemption freedom or limitation being repealed altered or taken away in respect of any dock at Hull other than the docks of the Company this section shall cease to have effect in respect of such exemption freedom or limitation"

See Section 114 of the Hull, Barnsley, and West Riding Junction Railway and Dock Company's Act, 1880.

43. Wharfage (either inward or outward) is charged upon cargo landed upon the quays and thence deposited in lighters; but if the cargo consists of coasting traffic, then outward wharfage only is charged. This is under a provision for the protection of coasting traffic contained in the North Eastern (Hull Dock) Act, 1893, (sec. 26) with a view to prevent such traffic being placed at a disadvantage as compared with railway-borne traffic from the same places, as such latter traffic would obviously be liable to outward wharfage rate only.

A similar provision, however, does not exist with regard to the Hull and Barnsley Dock, but they follow the practice of charging inward wharfage rate only on cargo brought by coasting vessels and landed on the quays, and thence deposited into river craft.

44. No dues are levied on lighters, loaded or unloaded, using the wet docks unless a loaded lighter remains in the dock more than seven days, when a tonnage rate of 1*d.* per ton burden is charged for each additional week or fraction of a week. Dock rent is charged on lighters remaining in dock longer than three months at the rate of 1*d.* per ton burden.

There are no regulations strictly so called specially relating to lighters, except those contained in the bye-laws, but there is the statutory provision mentioned in Answer 42 and contained in Section 10 of the Act of 1893.

See Section 118 of the Hull, Barnsley, and West Riding Junction Railway and Dock Company's Act of 1880.

45. Practically none as regards ocean-going vessels.

46. Dock dues are charged alike to all parties.

47. Vessels of any kind trading between Hull and any place west of Hull reached through the Rivers Trent and Ouse, or any tributaries thereof, or any canals connected therewith, are exempt from payment of tonnage rates.

The Hull Dock Acts contain the usual clauses providing for the exemption of vessels in the Royal Navy, or in the service of the Customs, &c., &c., from the payment of tonnage dues.

48. The charges for tug assistance are settled by the Hull Steam Tug Owners' Association. The rates of the Association are as follows :—

RATES REVISED UP TO DATE, 1900.

RULES OF THE ASSOCIATION.

1. Towing contracts are not to prejudice any claim the Steam Tug Owners may have to salvage remuneration for any extraordinary services that may be rendered to the ship or cargo from or arising out of circumstances not existing nor contemplated at the time of making the contract.

Contracts are not to apply to salvage services, nor to claims for or in the nature of salvage, or when there is ice in the river, or other unforeseen occurrences.

2. Vessels to provide their own cables, hawsers, or tow lines, but those belonging to the tugs may be had at moderate rates.

3. The tariff rates are payable upon the register tonnage of the ships, and vessels requiring a second boat can obtain the same by agreement.

4. A towage contract to tow up or down the river terminates or commences (as the case may be) as soon as the steam tug has taken the ship through the entrance of the docks, or as soon as she has taken hold of the ship within such entrance ; but in the event of any vessel arriving in Hull Roads in sufficient time to dock the same tide, and not going into dock, the anchoring of the said ship in the Hull Roads shall be considered equal to the docking of the same, and thus terminating the towage contract.

5. On the hiring of the steam tug for towage services the master and crew thereof become the servants of and entified with the ship, and are under the control of the person in charge of the ship during the performance of the ontract, the Steam Tug Owners only undertaking to provide the motive power.

The Steam Tug Owners are, therefore, not responsible for any damage or loss that may arise to the ship or cargo towed, nor for any damage caused from the bursting or breakdown of boilers or machinery, or by any defect in or accident happening to the machinery of the steam tug, or to the towing gear or consequences thereof, or accidents arising to the vessel in tow or to other vessels by collision, or by any peril of the seas, rivers, or navigation occurring through whatever cause soever.

6. The captains of the tug steamers have the power to take one or more vessels in tow according to circumstances.

7. These rates are for towing vessels in moderate weather only, and under ordinary circumstances.

8. A simple acceptance of these present rates from the commander of the vessel in tow will be considered equal to a contract.

No opposition allowed on any account under penalty of £5.

Any person ordering a tug in attendance and not using the same to pay £1. per tide.

RATES for Vessels without Steam, Light or Loaded, in or out Albert, Humber, Victoria, or Alexandra Docks. For one Tug.

	£	s.	d.		£	s.	d.		£	s.	d.
Under 200 tons	2	–	–	Under 500 tons	4	4	–	Under 800 tons	6	–	–
„ 250 „	2	10	–	„ 550 „	4	10	–	„ 850 „	6	6	–
„ 300 „	3	–	–	„ 600 „	4	16	–	„ 900 „	6	12	–
„ 350 „	3	6	–	„ 650 „	5	2	–	„ 950 „	6	18	–
„ 400 „	3	12	–	„ 700 „	5	8	–	„ 1,000 „	7	4	–
„ 450 „	3	18	–	„ 750 „	5	14	–				

15*s.* for every additional 100 tons or part thereof.

RATES for Vessels without Steam, Light or Loaded, to or from Albert, Humber, Victoria, or Alexandra Docks. For one Tug.

	£	s.	d.		£	s.	d.		£	s.	d.
Under 175 tons	2	–	–	Under 450 tons	3	16	–	Under 750 tons	5	12	–
„ 200 „	2	6	–	„ 500 „	4	2	–	„ 800 „	5	18	–
„ 250 „	2	12	–	„ 550 „	4	8	–	„ 850 „	6	4	–
„ 300 „	2	18	–	„ 600 „	4	14	–	„ 900 „	6	10	–
„ 350 „	3	4	–	„ 650 „	5	–	–	„ 1,000 „	6	16	–
„ 400 „	3	10	–	„ 700 „	5	6	–				

And 15*s.* for every additional 100 tons or part thereof.

RATES for Vessels without Steam, Light or Loaded, from St. Andrew's Dock to Albert, Humber, Victoria, or Alexandra Docks, or *vice versa*, or from any above Docks to New Holland, Graving Docks up Harbour or Queen's Dock, Harbour Way, or *vice versa*. For one Tug.

	£	s.	d.		£	s.	d.		£	s.	d.
Under 150 tons	2	10	–	Under 450 tons	4	10	–	Under 800 tons	6	12	–
„ 175 „	2	15	–	„ 500 „	4	16	–	„ 850 „	6	18	–
„ 200 „	3	–	–	„ 550 „	5	2	–	„ 900 „	7	4	–
„ 250 „	3	6	–	„ 600 „	5	8	–	„ 950 „	7	10	–
„ 300 „	3	12	–	„ 650 „	5	14	–	„ 1,000 „	7	16	–
„ 350 „	3	18	–	„ 700 „	6	–	–				
„ 400 „	4	4	–	„ 750 „	6	6	–				

And 1*l.* for every additional 100 tons or part thereof

Miscellaneous Appendix, No. 13—continued.

RATES in or out of St. Andrew's Dock in Ballast or with Cargo. For one Tug.

	£ s. d.		£ s. d.		£ s. d.
Under 200 tons - -	2 16 –	Under 500 tons - -	4 12 –	Under 800 tons - -	6 8
„ 250 „ - -	3 2 –	„ 550 „ - -	4 18 –	„ 850 „ - -	6 14
„ 300 „ - -	3 8 –	„ 600 „ - -	5 4 –	„ 900 „ - -	7 – –
„ 350 „ - -	3 14 –	„ 650 „ - -	5 10 –	„ 950 „ - -	7 6 –
„ 400 „ - -	4 – –	„ 700 „ - -	5 16 –	„ 1,000 „ - -	7 12 –
„ 450 „ - -	4 6 –	„ 750 „ - -	6 2 –		

And £. 1 for every additional 100 tons or part thereof.

RATES for Vessels from Albert, Humber, Victoria, or Alexandra Docks to Grimsby Roads. For one Tug. 10s. extra under 500 tons into Grimsby. £. 1 extra over 500 tons.

—	Ballast.	Cargo.	—	Ballast.	Cargo.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Under 200 tons - -	3 10 –	4 – –	Unde 650 tons - -	7 7 6	8 10 –
„ 250 „ - - -	3 17 6	4 10 –	„ 700 „ - -	7 17 6	9 – –
„ 300 „ - - -	4 7 6	5 – –	„ 750 „ - -	8 5 –	9 10 –
„ 350 „ - - -	4 15 –	5 10 –	„ 800 „ - -	8 15 –	10 – –
„ 400 „ - - -	5 5 –	6 – –	„ 850 „ - -	9 2 6	10 10 –
„ 450 „ - - -	5 12 6	6 10 –	„ 900 „ - -	9 12 6	11 – –
„ 500 „ - - -	6 2 6	7 – –	„ 950 „ - -	10 – –	11 10 –
„ 550 „ - - -	6 10 –	7 10 –	„ 1,000 „ - -	10 10 –	12 – –
„ 600 „ - - -	7 – –	8 – –			

£.1 5s. for every additional 100 tons or part thereof. 15s. extra from Queen's Dock, Harbour, and St. Andrew's Dock to Grimsby Roads. Any ship anchoring in Hull Roads to pay half-rate extra out. Vessels under 1,000 tons £. 1 extra, 1,000 tons and upwards £. 1 10s. extra for each tug into the Albert or St. Andrew's Extension Docks.

RATES FOR STEAMERS, with their own Steam, Assisting in or out of Dock.

Special Tariff adopted by the Hull Steam Tug Owners' Association, namely:—

The following revised tariff will be in force at the Port of Hull on and after the 1st day of August, 1900, until further notice:—

For assisting steamers with use of their own steam into or out of the Humber, Victoria, Albert, St. Andrew's or Alexandra Docks at Hull:—

Inwards (in all cases) 1*d.* per registered ton.

Outwards (if loaded) seven-eighths of a 1*d.* per registered ton.

Outwards in ballast three-fourths of a 1*d.* per registered ton, with a minimum charge of £. 2 per steamer towed.

Vessels under 1,000 tons £. 1 extra, 1,000 tons and upwards £. 1 10s. extra for each tug into the Albert or St. Andrew's Extension Docks.

The above rates to apply only to steamers, and to be calculated always on the net registered tonnage.

Steamers requiring a second tug can have same for half tariff unless otherwise agreed.

These rates are for towing vessels in moderate weather only and under ordinary circumstances.

All steamers to provide proper hawsers.

Any person ordering a tug, and being in attendance, and not using the same, to pay £. 1 per tide.

Landing and taking off passengers, crews and other persons, and other services of a similar nature not included in the above rates.

RATES for Steamers, with use of own Steam either on or off Slips or Ways in or out of Dry Docks, or to or from one Dock to another. For one Tug.

	£ s. d.		£ s. d.		£ s. d.
Under 400 tons - -	2 10 –	Under 800 tons - -	3 10 –	Under 1,200 tons - -	4 10 –
„ 450 „ - -	2 12 6	„ 850 „ - -	3 12 6	„ 1,250 „ - -	4 12 6
„ 500 „ - -	2 15 –	„ 900 „ - -	3 15 –	„ 1,300 „ - -	4 15 –
„ 550 „ - -	2 17 6	„ 950 „ - -	3 17 6	„ 1,350 „ - -	4 17 6
„ 600 „ - -	3 – –	„ 1,000 „ - -	4 – –	„ 1,400 „ - -	5 – –
„ 650 „ - -	3 2 6	„ 1,050 „ - -	4 2 6	„ 1,450 „ - -	5 2 6
„ 700 „ - -	3 5 –	„ 1,100 „ - -	4 5 –	„ 1,500 „ - -	5 5 –
„ 750 „ - -	3 7 6	„ 1,150 „ - -	4 7 6		

And 5s. for every additional 100 tons.

RATES for Towing Steamers out of Docks, and Swinging for Adjusting Compasses.

The same rates as for assisting steamers in or out of Dry Docks (see above), and in addition:—

—	Hull Roads.	White Booth Roads.
	£ s. d.	£ s. d.
Under 1,000 tons - - - -	1 15 –	2 5 –
„ 1,500 „ - - - -	2 5 –	2 15 –
„ 2,000 „ - - - -	2 15 –	3 7 6
„ 2,500 „ - - - -	3 10 –	4 5 –
„ 3,000 „ - - - -	4 5 –	5 5 –

Grimsby Roads per agreement.

Any tug being ordered, and not required, to receive half-rate.

Hull Roads, above Hebbles Buoy; White Booth Roads, Sand End Buoy to Lights.

To towing and moving steamers and sailing vessels in dock.

	£ s. d.	
Under 1,500 tons - - - - - - - - -	1 10 –	per tug.
„ 2,000 - - - - - - - -	2 – –	„
Over 2,000 - - - - - - - - -	2 10 –	„

RULES

1. Any vessel sailing into Hull Roads, the first tug alongside to claim her.

2. That no tug shall agree with more than two sailing vessels at once in one tide for docking.

3. That any vessel sailing into the Roads, and no tug having spoken such vessel (according to the first rule), the first man, either the owner, agent, or captain of any tug speaking to the master of such vessel on shore, to have claim to such vessel.

4. Vessels requiring a second tug, as per agreement.

5. Every tug shall claim her own ship out.

6. Any captain breaking these rules must forfeit the towage of the ship towed, according to these rules.

The Tug Owners respectfully give notice that they are not to be answerable or accountable for any loss or damage whatever, which may happen to, or be occasioned by any vessel, smack, keel, or craft, or any of the cargoes on board of the same while such vessel, smack, keel, or craft is in tow of any of the steam tugs in the river, or at sea, or whether arising from, or occasioned by any real or supposed negligence or default of them or their servants, or defect or imperfection in the said steam tugs, or any of them, or the machinery, or any other part of them, or any delay, stoppage, or slackness of the speed of the same however occasioned, or for what purpose, wheresoever taking place; and that the owners or persons interested in the vessel, smack, keel, or craft, or of the cargoes on board the same so towing undertake, bear, satisfy, and indemnify the said Tug Owners against the same. The Owners will only tow on these conditions.

Signed by the Owners,

THOS. GRAY & Co., Limited.
HUMBER STEAM TOWING Co., Limited.
F. T. MUNKMAN.
WILLIAM BAINES
G. PRECIOUS.
J. SCOTT.
R. GRAINGER & SON.
The CITY STEAM TOWING Co.

GRIMSBY FOREIGN TOWAGE RATES. REVISED 1900.

For Vessels from Royal Dock to the Roads in Ballast.

	£	s.	d.		£	s.	d.		£	s.	d.
40 to 50 tons	–	9	6	160 to 180 tons	1	5	6	420 to 460 tons	2	18	–
50 „ 60 „	–	10	6	180 „ 200 „	1	8	6	460 „ 500 „	3	3	–
60 „ 70 „	–	11	6	200 „ 225 „	1	11	6	500 „ 550 „	3	7	6
70 „ 80 „	–	12	6	225 „ 250 „	1	14	6	550 „ 600 „	3	12	6
80 „ 90 „	–	14	6	250 „ 275 „	1	18	–	600 „ 650 „	3	16	–
90 „ 100 „	–	16	6	275 „ 300 „	2	2	–	650 „ 700 „	4	1	–
100 „ 120 „	–	18	6	300 „ 340 „	2	6	–	700 „ 750 „	4	6	–
120 „ 140 „	1	–	6	340 „ 380 „	2	10	–	750 „ 860 „	4	12	6
140 „ 160 „	1	2	6	380 „ 420 „	2	14	–				

Vessels above 800 tons 20s. for every additional 100 tons register. Steamers 1d. per register ton.

For vessels from one Dock to the other light; from the Old Dock to the Roads in ballast; from the Royal Dock to the Roads loaded; or from the Roads to the Royal Dock in ballast. Towage charged on deck cargo measurements.

	£	s.	d.		£	s.	d.		£	s.	d.
40 to 50 tons	–	11	6	160 to 180 tons	1	8	6	420 to 460 tons	3	2	6
50 „ 60 „	–	12	6	180 „ 200 „	1	11	6	460 „ 500 „	3	7	6
60 „ 70 „	–	13	6	200 „ 225 „	1	14	6	500 „ 550 „	3	12	6
70 „ 80 „	–	15	–	225 „ 250 „	1	17	6	550 „ 600 „	3	17	6
80 „ 90 „	–	17	–	250 „ 275 „	2	1	6	600 „ 650 „	4	2	6
90 „ 100 „	–	19	–	275 „ 300 „	2	5	6	650 „ 700 „	4	7	6
100 „ 120 „	1	1	–	300 „ 340 „	2	9	6	700 „ 750 „	4	12	6
120 „ 140 „	1	3	–	340 „ 380 „	2	13	6	750 „ 800 „	4	17	6
140 „ 160 „	1	5	6	380 „ 420 „	2	17	6				

Vessels above 800 tons 20s. for every additional 100 tons register. Steamers 1d. per register ton.

For vessels from one Dock to the other loaded; from Roads to Royal Dock loaded; from the Old Dock to the Roads loaded; towage charged on deck cargo measurements.

	£	s.	d.		£	s.	d.		£	s.	d.
40 to 50 tons	–	17	6	160 to 180 tons	2	5	–	420 to 460 tons	4	3	–
50 „ 60 „	–	19	6	180 „ 200 „	2	8	–	460 „ 500 „	4	8	6
60 „ 70 „	1	1	6	200 „ 225 „	2	11	–	500 „ 550 „	4	14	–
70 „ 80 „	1	3	6	225 „ 250 „	2	14	–	550 „ 600 „	4	19	6
80 „ 90 „	1	7	6	250 „ 275 „	2	18	6	600 „ 650 „	5	5	–
90 „ 100 „	1	11	6	275 „ 300 „	3	3	–	650 „ 700 „	5	10	6
100 „ 120 „	1	14	6	300 „ 340	3	7	6	700 „ 750 „	5	16	–
120 „ 140 „	1	18	–	340 „ 380	3	12	–	750 „ 800 „	6	1	6
140 „ 160 „	2	1	6	380 „ 420 „	3	17	6				

Vessels above 800 tons 20s. for every additional 100 tons register. Steamers 1d. per register ton.

For vessels from the Roads to Old Dock loaded. Towage charged on deck cargo measurements.

	£	s.	d.		£	s.	d.		£	s.	d.
40 to 50 tons	1	–	–	160 to 180 tons	2	13	6	420 to 460 tons	5	5	–
50 „ 60 „	1	2	–	180 „ 200 „	2	18	6	460 „ 500 „	5	12	–
60 „ 70 „	1	4	–	200 „ 225 „	3	3	6	500 „ 550 „	5	19	–
70 „ 80 „	1	6	–	225 „ 250 „	3	8	6	550 „ 600 „	6	6	–
80 „ 90 „	1	10	6	250 „ 275 „	3	14	–	600 „ 650 „	6	13	–
90 „ 100 „	1	15	–	275 „ 300 „	4	–	–	650 „ 700 „	7	–	–
100 „ 120 „	1	19	6	300 „ 340 „	4	6	–	700 „ 750 „	7	7	–
120 „ 140 „	2	4	–	340 „ 380 „	4	12	–	750 „ 800 „	7	14	6
140 „ 160 „	2	8	–	380 „ 420 „	4	18	–				

Vessels above 800 tons 20s. for every additional 100 tons register. Steamers 1d. per register ton

Miscellaneous Appendix.

No. 13—continued.

49. NUMBER and TONNAGE of vessels entering the Port of Hull in each year from 1890 to 1899.

Year.	From whence.	Cargo.		Ballast.	
		Ships.	Tonnage.	Ships.	Tonnage.
1890	Foreign	3,230	2,010,515	122	64,821
1890	Coasting	1,813	308,690	644	224,607
1891	Foreign	3,227	2,059,168	195	110,439
1891	Coasting	1,744	314,486	615	188,454
1892	Foreign	3,367	2,110,159	139	112,770
1892	Coasting	1,789	339,942	658	186,130
1893	Foreign	2,922	1,908,866	201	101,517
1893	Coasting	1,868	409,278	327	70,378
1894	Foreign	3,222	2,167,387	280	123,963
1894	Coasting	1,797	346,123	604	156,481
1895	Foreign	2,969	2,144,720	193	91,530
1895	Coasting	1,761	323,206	603	150,694
1896	Foreign	3,186	2,298,786	143	71,238
1896	Coasting	1,964	353,832	573	135,713
1897	Foreign	3,221	2,291,574	153	77,787
1897	Coasting	1,977	354,126	530	143,730
1898	Foreign	3,253	2,372,140	296	225,860
1898	Coasting	2,101	365,750	753	264,860
1899	Foreign	3,209	2,388,579	369	250,862
1899	Coasting	2,180	392,965	661	213,521

NOTE.—The above return does not include the number or tonnage of fishing vessels belonging to the Port, of which there were 459 on the Register on the 31st December 1899.

It is impossible to distinguish vessels of differing sizes in the manner suggested by the question, without making a search through the Custom House registers, a task which would occupy one person for several weeks. Moreover the Registers have not been preserved for the whole of the period stated in the question.

50. STATEMENT of the Times of Arrival in the Hull Docks and Discharge of Steamers of over 2,000 tons burthen for the week ending 7 January 1900.

Name of Steamer.	From.	Description of Cargo.	Time of arrival in Dock.	Time of completion of Discharge.
Romeo	Gothenburg	General	1 Jan. 5.15 a.m.	5 Jan. 1.45 p.m.
Norden	New Orleans	General	1 „ 6.15 „	10 „ 10.5 a.m.
Elswick Park	New Orleans	Cottonseed, Maize, Wheat and Pine	1 „ 4.20 p.m.	12 „ 2.0 p.m.
Majestic	Alexandria	Cottonseed	1 „ 7.5 „	6 „ 5.0 „
Toledo	Riga	General	3 „ 1.0 „	11 „ 11.0 a.m.
Polaris	Hango	General	3 „ 6.20 „	5 „ 12.0 „
Galileo	New York	General	3 „ 6.45 „	12 „ 4.0 p.m.
Grodno	Riga	General (chiefly wood)	3 „ 7.55 „	10 „ 12.30 „
Glenmorven	Alexandria	Cottonseed	4 „ 9.30 a.m.	11 „ 1.0 „
Finland	Palermo	General	4 „ 10.30 „	10 „ 2.30 „
Hermes	Alexandria	Cottonseed	6 „ 12.5 p.m.	13 „ 4·0 „
Buffalo	New York	General	7 „ 11.20 a.m.	13 „ 4.0 „

51. The hours of the Customs officials are from 6 o'clock a.m., to 6 o'clock p.m. When merchants or shipowners desire the unloading of vessels to proceed outside these hours, they make application to the Custom House, and special officers are told off for such service, for which special payments are made by the applicants.

52. The North Eastern Railway Company and the Hull and Barnsley Company jointly obtained powers in 1899 to construct an extensive deep water dock to the east of the present system.

Some of the docks do require improving to accommodate existing trade; and taking the dock system as a whole, it is inadequate to accommodate the existing trade.

53. Not obtainable.

Miscellaneous Appendix

No. 14.

14. Replies of the Mersey Docks and Harbour Board.

(The numbers of the Answers correspond to those in the List of Questions. See Appendix 7.)

1. The Docks on the Liverpool side of the River Mersey extend along the bank of the river for a distance of about seven miles, running north and south. The northernmost dock is situated at the entrance of the river.

The entrances to the Docks on the Birkenhead side of the river are situated about two miles to the south of the mouth of the river.

2. The access from the sea to the River Mersey is principally by three Channels, the Queen's, Crosby and Rock Channels.

The available depth of water at low water spring tides is as follows, viz. :—

Queen's Channel.

In dredged Cut—Mid channel	27 feet
Other parts	25 „
Other parts of channel	9 „ (bar

Crosby Channel.

Mid channel	25 feet
Other parts	19 „

Rock Channel — 1 foot.

3. Levels of Tides at Liverpool.

Derived from the Record of the Self-Registering Gauge at George's Pier, deduced from Ten Years' Observations 1854 to 1863. Datum Old Dock Sill.

	Ft.	In.	
An extraordinary High Tide, as marked on the Leasowe Lighthouse	25	0	Above Datum.
An extraordinary High Tide, 13th February 1899, George's Pierhead	24	0	„
Average High Water Mark of Equinoctial Spring Tides	21	1	„
Average High Water of Spring Tides, including Equinoctial Tides	19	0½	„
Average High Water Mark of Ordinary Spring Tides, excluding the Equinoctial Tides	18	10	„
Mean High Water Level	15	6	„
Highest High Water Mark of Neap Tides	14	8	„
Average High Water Mark of Ordinary Neap Tides	11	7	„
Lowest High Water Mark of Neap Tides	8	7	„
Ordnance Datum (Mean Sea Level)	4	8	„
Highest Low Water Mark of Neap Tides	4	1	„
Average Low Water Mark of Ordinary Neap Tides	1	5	Below Datum.
Lowest Low Water Mark of Neap Tides	3	10	„
Mean Low Water Level	5	6½	„
Average Low Water Mark of Ordinary Spring Tides, exclusive of Equinoctial Tides	8	8	„
Average Low Water Mark of Spring Tides, inclusive of Equinoctial Tides	8	10	„
Average Low Water Mark of Equinoctial Spring Tides	10	4	„
Lowest Low Water Level, 25th October 1887	12	1	„

* * The Datum is the level of the Old Dock Sill which is marked on a Tide Gauge on the river face of the Centre Pier of the Entrances to the Canning Half-Tide Dock.

4. Liverpool Docks.

Liverpool Docks.	Position and Width of Entrance or Passage.	Ft.	In.	Sill below Datum. Ft.	In.	Coping at Hollow Quoins above Datum. Ft.	In.	Water Area. Acres	Yds.	Lineal Quayage. Miles	Yds.
Hornby Dock	South	90	0	12	0	27	0	16	4,454	0	1,461
Hornby Branch Dock	South	50	0	O. D. S.		27	0	0	3,354	0	308
Alexandra Dock	South (East — West)	60	0	12	0	27	0	17	4,281	0	1,068
Alexandra Branch Dock, No. 3	—			—		—		7	3,420	0	846
Alexandra Branch Dock, No. 2	—			—		—		9	2,657	0	1,024
Alexandra Branch Dock, No. 1	—			—		—		9	573	0	983
Langton Dock	South East	50	0	9	0	27	0	18	589	0	1,322
Langton Lock, 238 feet long	South (West)	65	0	12	0	30	0	0	1,719	0	150
Langton Lock, 119 feet long	South (East)	65	0	12	0	30	0	0	860	0	81
Langton Branch Dock	West	60	0	12	0	27	0	2	4,549	0	671
Brocklebank Dock	South	80	0	7	9	28	0	11	1,010	0	1,002
Brocklebank Lock, 110 feet long	West (North)	32	0	6	0	28	0	—		—	
Brocklebank Lock, 110 feet long	West (Middle)	20	0	6	0	28	0	—		—	
Brocklebank	West (South)	60	0	7	9	28	0	—		—	
North Carriers' Dock	West	40	0	6	0	27	0	2	3,423	0	641
South Carriers Dock	West	40	0	6	0	27	0	1	4,515	0	615

Miscellaneous Appendix.

No. 14—continued

LIVERPOOL DOCKS—*continued.*

LIVERPOOL DOCKS.	Position and Width of Entrance or Passage.		Sill below Datum.	Coping at Hollow Quoins above Datum.	Water Area.	Lineal Quayage.
		Ft. In.	Ft. In.	Ft. In.	Acres Yds.	Miles Yds.
Canada Dock	South	90 0	14 0	28 0	24 913	0 1,595
Canada Branch Dock, No. 1	—		—	—	7 2,313	0 823
Canada Lock, 600 feet long	North	100 0	14 0	28 0	1 2,018	0 469
Huskisson Dock	—		—	—	10 0	0 650
Huskisson Branch Dock, No. 3	—		—	—	8 780	0 990
Huskisson Branch Dock, No. 2	—		—	—	7 592	0 910
Sandon Dock	West	70 0	6 6	30 11	10 100	0 867
Wellington Half-Tide Dock	—		—	—	3 813	0 400
Wellington Dock	West	70 0	6 6	31 0	7 4,120	0 820
Bramley-Moore Dock	North	60 0	6 0	26 0	9 3,106	0 935
	South	60 0	6 0	26 0		
Nelson Dock	South	60 0	6 6	26 0	7 4,786	0 803
Canal Basin, Lightbody-street	Passage	18 0	O. D. S. Above	26 0	0 920	0 110
Stanley Lock	West	18 0	2 6	29 0	—	—
Collingwood Lock	West	18 0	2 6	26 0	—	—
Salisbury Lock	West	18 0	—	26 0	—	—
	Inner Sill	—	2 6 Below	—	—	—
	Outer Sill	—	5 0	—	—	—
Stanley Dock	West	51 0	5 8	29 0	3 3,343	0 562
Collingwood Dock	West	60 0	6 9	26 0	5 244	0 553
Salisbury Dock	West North	60 0	6 11	26 0	3 2,146	0 406
	West South	50 0	6 11	26 0		
Clarence Graving Dock Basin	North	45 0	4 9	26 0	1 1,056	0 291
	South	44 6	4 6	26 6		
Clarence Half-Tide Dock	West	50 0	5 0	26 8	4 1,794	0 635
Clarence Dock	West	47 0	3 2	26 0	6 273	0 914
Trafalgar Lock	North	45 0	6 7	23 10	0 2,937	0 256
Trafalgar Dock	North	44 3	6 7	21 11	5 4,546	0 764
Victoria Dock	South	50 0	6 6	26 0	5 3,559	0 755
West Waterloo Dock	South	60 0	8 0	22 1	3 2,146	0 533
East Waterloo Dock	South	60 0	8 0	22 1	2 3,375	0 506
Prince's Half-Tide Dock	West North	65 0	8 0	31 0	4 3,250	0 434
Prince's Lock, 110 feet long	West Middle	32 0	8 0	31 0		
Prince's	West South	65 0	8 0	31 0		
Prince's Dock	North	45 0	5 11	27 5	11 1,490	0 1,194
*George's Dock	—		—	—	5 154	0 645
*George's Dock Passage	North	36 0	4 6	24 5	0 2,439	0 356
	South	40 3				
Manchester Dock	West	32 10	0 3 Above	23 3	1 595	0 339
Manchester Lock, 86 feet long	West	33 8	3 9 Below	24 3	0 315	0 57
*Canning Dock	West	45 0	6 1	26 2	4 376	0 585
*Canning Half-Tide Dock	West North	45 0	6 3	28 3	2 2,688	0 429
	West South	45 0	6 3	28 3		
*Albert Dock	North	45 0	6 4	26 0	7 3,542	0 885
	East	45 0	6 0	26 0		
*Salthouse Dock	North	45 0	6 0	26 0	6 2,019	0 784
*Wapping Basin	North	50 0	5 8	26 0	1 3,151	0 454
	South	50 0	6 0	26 0		
	West	40 0	6 0	25 0		
*Wapping Dock	West	50 0	6 0	26 0	5 499	0 815
	South	50 0	6 0	26 0		
*King's Dock	South	42 0	5 0	26 1	7 3,896	0 875
*Queen's Half-Tide Dock	West North	70 0	6 9	31 0	3 3,542	0 445
	West South	50 0	6 9	31 0		
*Trafford Dock and Lock	—		—	—	0 4,102	0 419
*Queen's Dock	West	50 0	6 0	26 0	10 1,564	0 1,214
	South	60 0	6 6	28 9		
*Coburg Dock	West	70 0	5 7	30 6	8 26	0 1,053
*Brunswick Branch Dock (*less Railway Company's portion*).	West	25 0	1 0	27 0	0 4,635	0 450
*Brunswick Dock	North	—	—	—	12 3,364	0 1,074
	West	42 0	5 6	26 0		
*Brunswick Half-Tide Dock	West	45 0	6 0	26 6	1 3,388	0 491
Union Dock	North	60 0	6 6	27 0	1 1,941	0 361
	South	60 0	12 0	31 0		
Toxteth Dock	South	60 0	12 0	31 0	11 1,075	0 1,134
Toxteth Lock, 177 feet long	West	50 0	8 0	31 0	0 1,013	0 118
Harrington Dock	South	60 0	12 0	31 0	9 256	0 1,023
Harrington Lock, 131 feet long	West	22 0	5 9	31 0	0 320	—
Herculaneum Dock	West North	80 0	12 0	31 0	7 2,581	0 596
	West South	60 0	12 0	31 0		
Herculaneum Branch Dock	—		—	—	2 853	0 577
Total Water Area and Quay Space of the Liverpool Docks					366 3,678	24 296

*** The Datum is the level of the Old Dock Sill, which is marked on a Tide Gauge on the River face of the Centre Pier of the Entrances to the Canning Half-Tide Dock.

* The water in the group of docks from George's to Brunswick Docks inclusive, is impounded over low Neap Tides, and any loss made good by pumping from the River. By these means the effective depth of these Docks is made not less than that of the lowest Sills over which they can be approached, viz. :—12 feet below datum.

BIRKENHEAD DOCKS.

BIRKENHEAD DOCKS.	Position and Width of Entrance or Passage.		Sill below Datum.		Coping at Hollow Quoins above Datum.		Water Area.		Lineal Quayage.	
		Ft. In.		Ft. In.		Ft. In.	Acres	Yds.	Miles.	Yds.
WEST FLOAT	East	100 0		7 6		26 6	52	319	2	210
Basins near Canada Works:										
West Basin	North	50 0		—		—	1	2,554	0	543
East Basin	North	50 0		—		—	1	84	0	390
EAST FLOAT		—		—		—	59	3,786	1	1,673
Corn Warehouse Dock	South	30 0		O. D. S.		26 0	1	453	0	555
Railway Companies' Basin		—		—		—	0	606	0	113
Wallasey Dock		—		—		—	12	3,813	0	1,261
				Below						
Passage to Dock	West	49 2		9 0		26 0	0	1,333	0	234
Inner Northern Entrances	North	100 0		9 0		26 0		—	0	242
Lock, 198 feet long	Middle	30 0		—		26 0	0	667	0	264
Inner Sill		—		9 0		—		—		—
Outer Sill		—		12 0		—		—		—
Lock, 274 feet long	South	50 0				26 0	0	1,522	0	300
Inner Sill		—		9 0		—		—		—
Outer Sill		—		12 0		—		—		—
Alfred Dock		—		—		—	8	3,276	0	511
Outer Northern Entrances:										
Lock, 348 feet long	North	100 0		12 0		31 0	0	3,888	0	352
Lock, 198 feet long	Middle	30 0		12 0		26 0	0	667	0	377
Lock, 398 feet long	South	50 0		12 0		26 0	0	2,222	0	391
Egerton Dock	West	70 0		7 4		25 0	4	469	0	704
Morpeth Dock	West	70 0		5 5		25 0	11	2,404	0	1,299
Morpeth Lock, 398 feet long	East	85 0		12 0		26 0	0	3,777	0	441
Railway Company's Basin	South	25 0		O. D. S.		26 0	0	3,144	0	319
Morpeth Branch Dock	West	85 0		—		26 0	4	243	0	637
Total Water Area and Quay Space of the Birkenhead Docks							160	1,347	9	256

NOTE.—The water in the Birkenhead Docks is impounded over low Neap Tides, and any loss made good by pumping from the River. By these means the effective depth of these Docks is made not less than that of the lowest Sills over which they can be approached, viz., 12 feet below datum.

LIVERPOOL BASINS.

LIVERPOOL BASINS.	Width of Entrance.		Height of Piers above Datum.		Water Area.		Lineal Quayage.	
	Ft.	In.	Ft.	In.	Acres.	Yds.	Miles.	Yds.
Canada Basin	390	0	N 30 S 32	0 0	9	2,805	0	846
Sandon Basin	200	0	31	0	6	904	0	702
George's Ferry Basin	67	0	23	8	0	1,344	0	160
Chester Basin	36	0	22	2	0	2,568	0	288
Anderton Basin	46	0	25	7	0	1,422	0	175
Eagle Basin	—		—		0	3,991	0	260
South Ferry Basin	60	0	30	6	0	2,927	0	205
Total Water Area and Quay Space of the Liverpool Basins					18	1,441	1	876
Total Water Area and Quay Space of the Liverpool Docks					366	3,678	24	296
TOTAL					385	279	25	1,172

BIRKENHEAD BASIN.

BIRKENHEAD BASIN.	Width of Entrance.		Height of Piers above Datum.		Water Area.		Lineal Quayage.	
	Ft.	In.	Ft.	In.	Acres.	Yds.	Miles.	Yds.
North Basin	500	0	31	0	4	2,843	0	669
Total Water Area and Quay Space of the Birkenhead Basin					4	2,843	0	669
Total Water Area and Quay Space of the Birkenhead Docks					160	1,347	9	256
TOTAL					164	4,190	9	925

* * The Datum is the level of the Old Dock Sill, which is marked on a Tide Gauge on the River face of the Centre Pier of the Entrances to the Canning Half-Tide Dock.

5. The Union Dock, which is about 500 feet long, gate to gate, is used as a lock in connection with the arrangement under which the water in the group of docks from the George's Dock to the Brunswick Dock inclusive, is kept at an artificial level by means of water impounded from the river.

Vessels of deep draught requiring to enter the group of docks in question do so by means of the Herculaneum Entrances, and are passed along to the Union Dock over sills laid at a low level. They are then locked up in the Union Dock to the level of the impounded system, the sills of which are higher than those of the Herculaneum-Toxteth group of docks.

There are no other locks, properly so-called, but, generally speaking, most of the docks having entrances direct to the river are used at times as locks between it and the inner docks.

Miscellaneous Appendix.

No. 14—continued.

6. For details *see* Answer 4.

TOTAL AREA OF THE LIVERPOOL AND BIRKENHEAD DOCKS AND BASINS.

	Water.		Quays.	
	Acres.	*Yards.*	*Miles.*	*Yards.*
Total Water Area and Quay Space of the Liverpool Docks and Basins	385	279	25	1,172
Total Water Area and Quay Space of the Birkenhead Docks and Basin	164	4,190	9	925
TOTAL	549	4,469	35	337

AREA OF THE DOCK ESTATE (LAND AND WATERS).

	Acres.
Liverpool	1,105
Birkenhead	506
TOTAL	1,611

NOTE.—In these figures the areas of certain plots of foreshore at Tranmere, Cheshire, and south of the Dingle, Lancashire, are not included.

7. For the mileage of the quays in the docks *see* Answers 4 and 6.

There are not any quays, as such, in the river, but the pierhead walls are occasionally made use of to discharge cargo, especially by coastwise steamers. Coastwise steamers also use the Prince's Landing Stage, and the jetty to the north of it, for discharging cargo which is immediately removed, and also cattle

LANDING STAGES.

LIVERPOOL.—Stage, 2,463 feet long by 80 feet wide, has 7 bridges connecting it with the shore, and 1 with Prince's Jetty, besides a floating bridge 550 feet in length and 35 feet in width, by means of which an easy incline for ferry goods traffic is maintained at all times of the tide. The stage was destroyed by fire, 28th July, 1874, and afterwards restored.

The transatlantic steamships berth at this stage to disembark and embark passengers, who depart from and arrive at the riverside railway station alongside the stage. Mechanical conveyors are provided for the transfer of luggage from steamer to railway carriages or other vehicles, and *vice versa*.

The Prince's Jetty, a piled structure, about 350 feet long, extending from the north end of the Floating Stage to the south side of Prince's half-tide entrances, is specially arranged for the landing of cattle and goods at all states of the tide. It is provided with two movable hydraulic cranes of 5 tons and 1½ tons respectively.

BIRKENHEAD.—Woodside Stage, 800 feet long by 80 feet wide, has two bridges connecting it with the shore besides a floating bridge, similar to that at the Liverpool Stage, 678 feet in length by 30 feet in width.

NOTE.—The southern end of the Woodside Stage, for a length of 300 feet, together with the southern bridge, is appropriated to the Corporation of Birkenhead.

Wallasey Stage, 600 feet long by 70 feet wide, connected with the shore by 2 bridges and platforms on iron piers.

8. The widths of the quays round the docks of the Board, legalised by the Commissioners of Customs, vary very considerably. The quays at Birkenhead are of a uniform width of 100 feet, whilst those at Liverpool extend from the margin of the quay practically for the full width of the shed and the roadway behind such shed the greatest width being about 200 feet.

9. LIVERPOOL GRAVING DOCKS.

NAMES AND POSITION.	Width of Entrance.	Sill below Datum.	Coping at Hollow Quoins above Datum.	Length of Floor.	Total Length of Floor.
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
Langton, No. 1 (South) — Outer	60 0	6 0	27 0	448 0	
Langton, No. 1 (South) — Inner	60 0	6 0	22 0	500 0	
No. 2 (North) — Outer	30 0	6 0	27 0	500 0	
No. 2 (North) — Inner	60 0	6 0	22 0	448 0	
					1,896 0
Canada (West)	94 0	13 0	28 0	—	925 6
Clarence, No. 1 (North) — Outer	45 0	3 0	26 6	451 0	
Clarence, No. 1 (North) — Inner	45 0	0 6	18 0	289 0	
No. 2 (South) — Outer	45 0	3 0	26 6	454 0	
No. 2 (South) — Inner	32 10	0 6	18 0	286 0	
					1,480 0
Prince's	45 0	5 9 Sill above Datum.	28 2	—	277 4
Canning, No. 1 (North)	35 9	1 8½ Sill below Datum.	†23 3	436 0	
No 2 (South)	35 9	0 0½	†23 3½	482 0	
					918 0
Queen's, No. 1 (East)	42 0	1 8¾	†27 7¾	350 0	
No. 2 (West)	70 0	3 6	†27 5	365 0	
					715 0
Brunswick, No. 1 (East)	42 0	2 6	†27 0	460 0	
No. 2 (West)	42 0	2 6	†27 0	462 0	
					922 0
Herculaneum, No. 1 West)	60 0	4 0	26 0	758 6	
No. 2 (Middle)	60 0	4 0	26 0	753 0	
No. 3 (East)	60 0	4 0	26 0	768	
					2,279 6
Total Length of Floor of the Liverpool Graving Docks					9,413 4

† The Brunswick, Queen's, and Canning Graving Docks share the benefit of the impounding of the Brunswick-George's group of Docks, and in considering the depth of water on their Sills it may be assumed that the Water Level of the impounded group is under no circumstances less than 16 feet above Old Dock Sill.

BIRKENHEAD GRAVING DOCKS.

NAME AND POSITION.	Width of Entrance.	Sill below Datum.	Coping at Hollow Quoins above Datum.	Length of Floor.	Total Length of Floor.
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
West Float, No. 1 - - - (East) -	60 0	4 9*	25 0	930 0	—
No. 2 - - - (Middle)	48 4	7 9*	25 0	750 0	—
No. 3 - . - (West) -	85 0	7 9*	25 0	750 0	2,430 0
Total Length of Floor of the Birkenhead Graving Docks - - - - - - - -					2,430 0
Total Length of Floor of the Liverpool Graving Docks - - - - - - - -					9,413 4
			TOTAL - - - -		11,843 4

* The Birkenhead Graving Docks share the benefit of the impounding of the Great Float, and in considering the depth of Water on their Sills it may be assumed that the Water Level is under no circumstances less than 16 feet above Old Dock Sill.

LIVERPOOL GRIDIRONS.

SITE.	Breadth of Gridiron.	Length.
	Ft. In.	Ft. In.
Clarence Graving Dock Basin - - - - - - - - - The Blocks are laid at the following levels, viz. :—at the South end 2 ft. 2 in. below Datum, and at the North end 3 in. below Datum.	25 6	313 6
King's Pier - - - - - - - - - - - - - - The Blocks are laid at the level of the Datum.	26 0	509 0
Total Length of the Liverpool Gridirons - - - - -		822 6

* * The Datum is the level of the Old Dock Sill, which is marked on a Tide Gauge on the River face of the centre Pier of the Entrances to the Canning Half-Tide Dock.

10. *See* Answer 9.

11. The graving docks and gridirons mentioned in Answer 9 all belong to the Board. There are a number of dry docks also, on the Birkenhead side of the river, belonging to private firms engaged in the shipbuilding and ship-repairing business.

The following are the particulars of the dry docks on the Birkenhead side of the river, not belonging to the Board, viz. :—

DRY DOCKS BELONGING TO LAIRD BROTHERS, LIMITED.

—	Length.	Width at Entrance.	Sill below Datum (Old Dock Sill).
No. 1	300 feet	38 feet	2′ 0″ above.
,, 2	300 ,,	43 ,,	2′ 0″ ,,
,, 3	450 ,,	75 ,,	6 0″ below.
,, 4	440 ,,	80 ,,	2′ 0″ ,,
,, 5	440 ,,	80 ,,	2′ 0″ ,,

DRY DOCKS BELONGING TO MESSRS. CLOVER, CLAYTON & CO.

—	Length.	Width at Entrance.	Sill below Datum (Old Dock Sill).
No. 1	420 feet	80 feet	1 2″ below.
,, 2	220 ,,	34 ,,	16″ above
,, 3	300 ,,	36 ,,	2″ below.
,, 4	370 ,,	42 ,,	10″ above.
,, 5	210 ,,	34 ,,	,,
,, 6	400 ,,	80 ,,	2 below.

12. See copy of the list of graving dock rates and also of the gridiron rates. 25 per cent. additional is charged in respect of the Canada Graving Dock. A further charge of £20 is also made at that dock for pumping—the charge being divided if two vessels enter the graving dock at the same time.

13. There are no repairing shops on the Dock Estate. There are a large number of engineering and shi - repairing establishments in various positions adjacent to the docks in the hands of private individuals and companies, and several of the largest steamship companies whose vessels frequent the port have repairing shops of their own close to the docks.

Miscellaneous Appendix. — No. 14—continued.

14. The limits of the Port of Liverpool were defined by Section 3, 8 Anne, Cap. XII., 1709, entitled: "An Act for making a convenient dock or bason at Leverpoole, for the security of all ships trading to and from the said Port of Leverpoole" as follows:—

"As far as a certain place in Hoylake called the Redstones, and from thence all over the River Mersey to Warrington and Frodsham Bridges."

The limits of the Customs port were fixed by a Treasury Order, dated 3 November, 1896, of which the following is a copy, viz.:—

"Liverpool.—Limits of Port.

"We, the undersigned, Lords Commissioners of Her Majesty's Treasury of the United Kingdom of Great Britain and Ireland, do under the authority of 'The Customs Consolidation Act, 1876,' appoint Liverpool to be a port in that part of the United Kingdom called England, and do hereby declare that the limits of the said port, on and after the 1st day of December, 1896, shall commence at the termination of the Port of Chester, namely, at the Redstones in Hoylake on the Point of Wirral, and continue up the River Mersey, on the Cheshire shore thereof, to the west side of the entrance to the Manchester Ship Canal at Eastham, thence in an easterly direction across the said entrance and along the Cheshire shore of the river to Ince Ferry, the western termination on the Cheshire shore of the Port of Manchester, thence across the said River Mersey in a supposed straight line to Dungeon Point, being the western termination on the Lancashire shore of the said Port of Manchester, and continue along the coast of the County of Lancashire to the southern boundary of the Port of Preston, viz., an imaginary line drawn in a true north-north-west direction from the inner north-west sea mark on the beach at Formby Point, shown on the Admiralty Chart of the survey of the West Coast of England, from Formby Point to Kirkcudbright, published the 23rd day of October, 1893. And the said port shall include all islands, rivers, bays, channels, roads, bars, strands, harbours, havens, streams, and creeks (except the said Manchester Ship Canal) within the said limits contained and shall extend seaward to a distance of three miles from low water mark along the coast within the aforesaid limits.

"And we do hereby annul all former limits of the said Port of Liverpool.

"Whitehall, Treasury Chambers, this 3rd day of November, 1896.

"Signed) { STANLEY. / W H. FISHER."

15. Goods coming to or going from the Board's Docks are mostly carted between the quays and the railway depôts. All the railway companies having termini at Liverpool, *i.e.*, the London and North Western and the Lancashire and Yorkshire Railway Companies, the Cheshire Lines Committee, consisting of the Great Northern, the Great Central and the Midland Railway Companies; and at Birkenhead, *i.e.*, the London and North Western and Great Western Railways (Joint Committee), the Cheshire Lines Committee, and the Wirral Railway, have depôts on, or adjacent to, the Dock Estate, which depôts are connected by junctions with the dock lines of railway which are owned and maintained by the board.

Passengers arriving at the Riverside Station, also the property of the Mersey Board, and situate on the Dock Estate adjoining the Liverpool landing stage, travel thereto (a short distance), from the city boundary of the Dock Estate over lines of railway laid and maintained by the Board.

Passengers can travel the whole length of the Docks at Liverpool by an overhead railway. The motive power is electricity. The stations are about half a mile apart. The railway is the property of the Liverpool Overhead Railway Company, and is not connected with the Board's main dock lines of railway, above which it, in great part, runs.

16. The Board do not work the railways on their estate as a rule. The exceptions are as regards their warehouses, in connection with some of which the Board deliver goods to the railway companies, and receive a small portion of the terminal charges from those companies.

Terminal charges are, it is understood, shared by the Railway Companies with the Liverpool Grain Storage and Transit Company, who have large warehouses on and adjacent to the dock quays.

Branch lines of railway were formerly laid down, at great cost, at certain of the docks at Liverpool. Some of these lines, notably on the west side of the Alexandra Dock, and the south side of the Alexandra Branch Dock, No. 1, have however been removed, as they were seldom or never used for railway traffic, and were found to be inconvenient to the working of the cart traffic on the quays.

17. An enormous amount of barging is done between the various docks at Liverpool and Birkenhead, and the places situated in the upper reaches of the river and through the waterways from the upper reaches of the river into the northern and midland counties. Also through the Leeds and Liverpool Canal to places in Lancashire and Yorkshire. Into this canal barges can be locked direct from the docks.

18. It may be taken as a rule that the whole of the Dock Estate is required for the loading and discharging of cargo and for shipping purposes generally. In several instances land or portions of warehouses have been let for flour milling purposes, grain storage, and ice production and cold storage. There are on the estate one or two smelting works, and works of various kinds for usefully disposing of the hides, entrails, &c of cattle slaughtered at the Birkenhead Foreign Animals Wharf.

19. The Board consists of 28 members. Twenty-four of these are elected by the Dock ratepayers. The remaining four are appointed by the Mersey Conservancy Commissioners, viz.:—The First Lord of the Admiralty, the President of the Board of Trade, and the Chancellor of the Duchy of Lancaster. A Dock elector must be a British subject, or, if a foreigner, be resident in the United Kingdom, and his name must be on the Register of Dock Electors, which is annually prepared by the Board, and revised by a Revising Barrister. The qualification of an elector is the payment, in his name, of not less than £10 in rates and dues on ships or goods in the year ending the 31st of July

Elective Members of the Board.—The qualification is the payment of not less than £25 in respect of rates and dues on ships or goods in the year immediately preceding his election, and residence within the Borough or Customs' Port, or within ten miles of the outward boundary of the Borough or Port.

Seven members retire by rotation on the 20th of December in each year, viz.:—Six elective, and one nominee of the Mersey Conservancy Commissioners.

The Dock ratepayers meet on the 12th of December to nominate gentlemen for the six vacancies. If a poll be demanded it is taken not less than seven days after the date of nomination.

No. 14—continued.

No alteration has been made in the constitution of the Board since the year 1884. In the "Mersey Docks and Harbour Act, 1889," certain enactments were made with the view to greater publicity being given to the annual revision of the list of Dock Electors, and as to the time at which, and the date on which the Election of Elective Members of the Board should take place.

20. The Board's Staff consists of the following principal officers :—

Engineer.
General Manager and Secretary.
Solicitor.
Treasurer.
Principal Accountant.
Principal Receiver of Rates and Dues.
Chief Warehouse Manager.
Harbour Master, with three Assistant Harbour Masters, and twelve Dock Masters, who deal with all matters relating to the berthing of vessels in the docks.
Chief Traffic Manager, and seven District Traffic Managers, who control the traffic on the dock quays.
Marine Surveyor, who attends to the buoying, lighting, and surveying of the river and channels, &c.
Water Bailiff, who has the superintendence of all operations connected with wrecks and obstructions to navigation.
Superintendent of Pilotage.
Special Auditor
Accountant to Audit Commissioners } See below.

These officers are all provided with the requisite clerical and other assistance to enable them to properly conduct the business of their department, and the expense is borne by the Board.

For the purpose of securing the proper audit of the accounts of the Board, twelve Audit Commissioners are elected and appointed, every three years, out of the body of Dock Electors, and such elections are conducted in a similar manner to those in which Members of the Board are elected. (*See* answer to Question No. 19.) The powers of the Commissioners are principally contained in Part XIV. of "The Mersey Dock Acts (Consolidation Act), 1858."

In addition to the Audit Commissioners above mentioned, the Board of Trade are authorised, under Section 8 of "The Mersey Docks (Various Powers) Act, 1867," to appoint a Special Auditor, who may either act alone or with the elected Auditors in the auditing of the accounts of the Board.

21. Except at some of the Board's warehouses, where the Board load and discharge vessels themselves, and provide the labour, the labour for loading and discharging vessels at this port is provided by the shipowners. The services of master stevedores (for loading) and master lumpers (for discharging), licensed by the Board to act in those capacities, are employed for the purpose, so far as vessels from foreign ports are concerned.

Master porters are also licensed by the Board, enabling them to handle goods discharged on to the dock quays from vessels (by the lumpers) arriving from foreign ports, and the rates chargeable by them for such operations are fixed by the Board, and are payable by the consignees of the goods. Vessels trading from coastwise ports are discharged and loaded, and the goods manipulated on the quays by the representatives of the vessels. This has been the custom for generations. (*See* the copy of the Master Porterage Bye-Laws.)

22. The usual words in the Acts giving the Board power to carry out works are that "the Board may make and *maintain*" the works described in the particular Act.

23. By Section 354 of the Board's Consolidation Act, 1859, the Board have power to sell lands which they may not require, or which consistently with the object and purposes of their Act may be used by the purchasers.

The Board have no power to mortgage their property. The money they raise with parliamentary authority is on the security of the Rates they are entitled to levy under their Acts.

"Section 354 of the 'Mersey Dock Acts (Consolidation Act), 1858' :—The Board may from time to time absolutely sell or otherwise dispose of, or let, or demise for any term not exceeding twenty-one* years (and either at a reserved rent or a fine, or both, as the Board shall think fit) any land which may for the time being be vested in the Board, and which may not be required by them, or which consistently with the objects and purposes of this Act, may be used and enjoyed by the Purchasers, lessees, or tenants thereof; and as to lands at Birkenhead the Board may let the same for any longer term not exceeding sixty years with or without the use of the adjoining quay, but so that such quay, if let, shall be at all times subject to the General Regulations of the Board, and all money arising from such sale, letting or demise, shall be applied by the Board in aid of their general expenditure : Provided always that nothing in this enactment contained shall be taken to extend to land on the South Reserve at Birkenhead.'

24. (*a*.). The Mersey Docks and Harbour Board are the pilotage authority for this Port, who deal with all matters relating to pilotage, own all the boats and license the pilots. The latter, however, are not regarded as servants of the Board, and are not paid by them.

The earnings of the pilots (less a "Boat Rate" payable to the Board) are "pooled," and at regular periods divided amongst the pilots according to their rating.

Pilotage is compulsory inward from Middle Mouse Island, and outward to the Lightship.

(*b*) The Schedule of Pilotage and Pilot Boat Rates is as follows :—

* Extended to sixty years by Section 7 of the "Mersey Docks (Various Powers) Act, 1898."

Miscellaneous Appendix.

No. 14 – continued

PORT OF LIVERPOOL.—PILOTAGE

COMPULSORY.

Draught of Water.	INWARD.						OUTWARD.					
	From any point between Middle Mouse Island on true bearing of South and Great Ormshead on true bearing of South to Liverpool.			From any point East of Great Ormshead on true bearing of South to Liverpool.			Liverpool to Bar Lightship or Horse Channel Fairway Buoy.			Trial Trip from Liverpool not farther than N.W. Lightship and back.		
	Pilotage Rate. 6s. 8d. Per Foot.	Pilot Boat Rate. 2s. 4d. Per Foot.	Total. 9s. Per Foot.	Pilotage Rate. 5s. 11d. Per Foot.	Pilot Boat Rate. 2s. 1d. Per Foot.	Total. 8s. Per Foot.	Pilotage Rate. 2s. 11½d. Per Foot.	Pilot Boat Rate. 1s. 0½d. Per Foot.	Total. 4s. Per Foot.	Pilotage Rate. 5s. 11d. Per Foot.	Pilot Boat Rate. 2s. 1d. Per Foot.	Total. 8s. Per Foot.
Feet.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
8	2 13 4	– 18 8	3 12 –	2 7 4	– 16 8	3 4 –	1 3 8	– 8 4	1 12 –	2 7 4	– 16 8	3 4 –
8½	2 16 8	– 19 10	3 16 6	2 10 3	– 17 9	3 8 –	1 5 2	– 8 10	1 14 –	2 10 3	– 17 9	3 8 –
9	3 – –	1 1 –	4 1 –	2 13 3	– 18 9	3 12 –	1 6 7	– 9 5	1 16 –	2 13 3	– 18 9	3 12 –
9½	3 3 4	1 2 2	4 5 6	2 16 3	– 19 9	3 16 –	1 8 1	– 9 11	1 18 –	2 16 3	– 19 9	3 16 –
10	3 6 8	1 3 4	4 10 –	2 19 2	1 – 10	4 – –	1 9 7	– 10 5	2 – –	2 19 2	1 – 10	4 – –
10½	3 10 –	1 4 6	4 14 6	3 2 1	1 1 11	4 4 –	1 11 1	– 10 11	2 2 –	3 2 1	1 1 11	4 4 –
11	3 13 4	1 5 8	4 19 –	3 5 1	1 2 11	4 8 –	1 12 7	– 11 5	2 4 –	3 5 1	1 2 11	4 8 –
11½	3 16 8	1 6 10	5 3 6	3 8 1	1 3 11	4 12 –	1 14 –	– 12 –	2 6 –	3 8 1	1 3 11	4 12 –
12	4 – –	1 8 –	5 8 –	3 11 –	1 5 –	4 16 –	1 15 6	– 12 6	2 8 –	3 11 –	1 5 –	4 16 –
12½	4 3 4	1 9 2	5 12 6	3 13 11	1 6 1	5 – –	1 17 –	– 13 –	2 10 –	3 13 11	1 6 1	5 – –
13	4 6 8	1 10 4	5 17 –	3 16 11	1 7 1	5 4 –	1 18 5	– 13 7	2 12 –	3 16 11	1 7 1	5 4 –
13½	4 10 –	1 11 6	6 1 6	3 19 11	1 8 1	5 8 –	1 19 11	– 14 1	2 14 –	3 19 11	1 8 1	5 8 –
14	4 13 4	1 12 8	6 6 –	4 2 10	1 9 2	5 12 –	2 1 5	– 14 7	2 16 –	4 2 10	1 9 2	5 12 –
14½	4 16 8	1 13 10	6 10 6	4 5 9	1 10 3	5 16 –	2 2 11	– 15 1	2 18 –	4 5 9	1 10 3	5 16 –
15	5 – –	1 15 –	6 15 –	4 8 9	1 11 3	6 – –	2 4 5	– 15 7	3 – –	4 8 9	1 11 3	6 – –
15½	5 3 4	1 16 2	6 19 6	4 11 9	1 12 3	6 4 –	2 5 10	– 16 2	3 2 –	4 11 9	1 12 3	6 4 –
16	5 6 8	1 17 4	7 4 –	4 14 8	1 13 4	6 8 –	2 7 4	– 16 8	3 4 –	4 14 8	1 13 4	6 8 –
16½	5 10 –	1 18 6	7 8 6	4 17 7	1 14 5	6 12 –	2 8 10	– 17 2	3 6 –	4 17 7	1 14 5	6 12 –
17	5 13 4	1 19 8	7 13 –	5 – 7	1 15 5	6 16 –	2 10 3	– 17 9	3 8 –	5 – 7	1 15 5	6 16 –
17½	5 16 8	2 – 10	7 17 6	5 3 7	1 16 5	7 – –	2 11 9	– 18 3	3 10 –	5 3 7	1 16 5	7 – –
18	6 – –	2 2 –	8 2 –	5 6 6	1 17 6	7 4 –	2 13 3	– 18 9	3 12 –	5 6 6	1 17 6	7 4 –
18½	6 3 4	2 3 2	8 6 6	5 9 5	1 18 7	7 8 –	2 14 9	– 19 3	3 14 –	5 9 5	1 18 7	7 8 –
19	6 6 8	2 4 4	8 11 –	5 12 5	1 19 7	7 12 –	2 16 3	– 19 9	3 16 –	5 12 5	1 19 7	7 12 –
19½	6 10 –	2 5 6	8 15 6	5 15 5	2 – 7	7 16 –	2 17 8	1 – 4	3 18 –	5 15 5	2 – 7	7 16 –
20	6 13 4	2 6 8	9 – –	5 18 4	2 1 8	8 – –	2 19 2	1 – 10	4 – –	5 18 4	2 1 8	8 – –
20½	6 16 8	2 7 10	9 4 6	6 1 3	2 2 9	8 4 –	3 – 8	1 1 4	4 2 –	6 1 3	2 2 9	8 4 –
21	7 – –	2 9 –	9 9 –	6 4 3	2 3 9	8 8 –	3 2 1	1 1 11	4 4 –	6 4 3	2 3 9	8 8 –
21½	7 3 4	2 10 2	9 13 6	6 7 3	2 4 9	8 12 –	3 3 7	1 2 5	4 6 –	6 7 3	2 4 9	8 12 –
22	7 6 8	2 11 4	9 18 –	6 10 2	2 5 10	8 16 –	3 5 1	1 2 11	4 8 –	6 10 2	2 5 10	8 16 –
22½	7 10 –	2 12 6	10 2 6	6 13 1	2 6 11	9 – –	3 6 7	1 3 5	4 10 –	6 13 1	2 6 11	9 – –
23	7 13 4	2 13 8	10 7 –	6 16 1	2 7 11	9 4 –	3 8 1	1 3 11	4 12 –	6 16 1	2 7 11	9 4 –
23½	7 16 8	2 14 10	10 11 6	6 19 1	2 8 11	9 8 –	3 9 6	1 4 6	4 14 –	6 19 1	2 8 11	9 8 –
24	8 – –	2 16 –	10 16 –	7 2 –	2 10 –	9 12 –	3 11 –	1 5 –	4 16 –	7 2 –	2 10 –	9 12 –
24½	8 3 4	2 17 2	11 – 6	7 4 11	2 11 1	9 16 –	3 12 6	1 5 6	4 18 –	7 4 11	2 11 1	9 16 –
25	8 6 8	2 18 4	11 5 –	7 7 11	2 12 1	10 – –	3 13 11	1 6 1	5 – –	7 7 11	2 12 1	10 – –
25½	8 10 –	2 19 6	11 9 6	7 10 11	2 13 1	10 4 –	3 15 5	1 6 7	5 2 –	7 10 11	2 13 1	10 4 –
26	8 13 4	3 – 8	11 14 –	7 13 10	2 14 2	10 8 –	3 16 11	1 7 1	5 4 –	7 13 10	2 14 2	10 8 –
26½	8 16 8	3 1 10	11 18 6	7 16 9	2 15 3	10 12 –	3 18 5	1 7 7	5 6 –	7 16 9	2 15 3	10 12 –
27	9 – –	3 3 –	12 3 –	7 19 9	2 16 3	10 16 –	3 19 11	1 8 1	5 8 –	7 19 9	2 16 3	10 16 –
27½	9 3 4	3 4 2	12 7 6	8 2 9	2 17 3	11 – –	4 1 4	1 8 8	5 10 –	8 2 9	2 17 3	11 – –
28	9 6 8	3 5 4	12 12 –	8 5 8	2 18 4	11 4 –	4 2 10	1 9 2	5 12 –	8 5 8	2 18 4	11 4 –
28½	9 10 –	3 6 6	12 16 6	8 8 7	2 19 5	11 –	4 4 4	1 9 8	5 14 –	8 8 7	2 19 5	11 8 –
29	9 13 4	7 8	13 1 –	8 11 7	3 – 5	11 12 –	4 5 9	1 10 3	5 16 –	8 11 7	3 – 5	11 12 –
29½	9 16 8	3 8 10	13 5 6	8 14 7	3 1 5	11 16 –	4 7 3	1 10 9	5 18 –	8 14 7	3 1 5	11 16 –
30	10 – –	3 0 –	13 16 –	8 17 6	3 2 6	12 – –	4 8 9	1 11 3	6 – –	8 17 6	3 2 6	12 – –

N.B.—No vessel to pay for less than eight feet. No allowance made for any fraction less than half a foot. Vessels which shall, *bona fide*, vessels in ballast or under one hundred tons burthen are exempted from the obligation to employ a Pilot.

DOCK OFFICE,
LIVERPOOL. April 2nd, 1885.

AND PILOT BOAT CHARGES.

VOLUNTARY.

INWARD. From any point between Middle Mouse and Queen's Channel.		OUTWARD. From Bar Lightship or Horse Channel Fairway Buoy, in addition to the regular Outward Pilotage.							Draught of Water.
To River Dee, Beaumaris or Holyhead.	To Lancaster Sound or Piel Harbour.	To River Dee or Great Ormshead.	To Lancaster Sound, Piel Harbour, or Beaumaris.	To Point Lynas or Isle of Man.	To Holyhead.	To Tuscar, Bristol Channel, Clyde, or Belfast.	To Start Point.	To Dungeness.	
Rate. 10s. Per Foot.	Rate. 13s. Per Foot.	Rate. 4s. Per Foot.	Rate. 6s. Per Foot.	Rate. 5s. Per Foot.	Rate. 7s. 6d. Per Foot.	Rate. 10s. Per Foot.	Rate. 15s. Per Foot	Rate, £1 Per Foot.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Feet
4 - -	5 4 -	1 12 -	2 8 -	2 - -	3 - -	4 - -	6 - -	8 - -	8
4 5 -	5 10 6	1 14 -	2 11 -	2 2 6	3 3 9	4 5 -	6 7 6	8 10 -	8½
4 10 -	5 17 -	1 16 -	2 14 -	2 5 -	3 7 6	4 10 -	6 15 -	9 - -	9
4 15 -	6 3 6	1 18 -	2 17 -	2 7 6	3 11 3	4 15 -	7 2 6	9 10 -	9½
5 - -	6 10 -	2 - -	3 - -	2 10 -	3 15 -	5 - -	7 10 -	10 - -	10
5 5 -	6 16 6	2 2 -	3 3 -	2 12 6	3 18 9	5 5 -	7 17 6	10 10 -	10½
5 10 -	7 3 -	2 4 -	3 6 -	2 15 -	4 2 6	5 10 -	8 5 -	11 - -	11
5 15 -	7 9 6	2 6 -	3 9 -	2 17 6	4 6 3	5 15 -	8 12 6	11 10 -	11½
6 - -	7 16 -	2 8 -	3 12 -	3 - -	4 10 -	6 - -	9 - -	12 - -	12
6 5 -	8 2 6	2 10 -	3 15 -	3 2 6	4 13 9	6 5 -	9 7 6	12 10 -	12¼
6 10 -	8 9 -	2 12 -	3 18 -	3 5 -	4 17 6	6 10 -	9 15 -	13 - -	13
6 15 -	8 15 6	2 14 -	4 1 -	3 7 6	5 1 3	6 15 -	10 2 6	13 10 -	13½
7 - -	9 2 -	2 16 -	4 4 -	3 10 -	5 5 -	7 - -	10 10 -	14 - -	14
7 5 -	9 8 6	2 18 -	4 7 -	3 12 6	5 8 9	7 5 -	10 17 6	14 10	14½
7 10 -	9 15 -	3 - -	4 10 -	3 15 -	5 12 6	7 10 -	11 5 -	15 - -	15
7 15 -	10 1 6	3 2 -	4 13 -	3 17 6	5 16 3	7 15 -	11 12 6	15 10 -	15½
8 - -	10 8 -	3 4 -	4 16 -	4 - -	6 - -	8 - -	12 - -	16 - -	16
8 5 -	10 14 6	3 6 -	4 19 -	4 2 6	6 3 9	8 5 -	12 7 6	16 10 -	16½
8 10 -	11 1 -	3 8 -	5 2 -	4 5 -	6 7 6	8 10 -	12 15 -	17 - -	17
8 15 -	11 7 6	3 10 -	5 5 -	4 7 6	6 11 3	8 15 -	13 2 6	17 10 -	17½
9 - -	11 14 -	3 12 -	5 8 -	4 10 -	6 15 -	9 - -	13 10 -	18 - -	18
9 5 -	12 - 6	3 14 -	5 11 -	4 12 6	6 18 9	9 5 -	13 17 6	18 10 -	18½
9 10 -	12 7 -	3 16 -	5 14 -	4 15 -	7 2 6	9 10 -	14 5 -	19 - -	19
9 15 -	12 13 6	3 18 -	5 17 -	4 17 6	7 6 3	9 15 -	14 12 6	19 10 -	19½
10 - -	13 - -	4 - -	6 - -	5 - -	7 10 -	10 - -	15 - -	20 - -	20
10 5 -	13 6 6	4 2 -	6 3 -	5 2 6	7 13 9	10 5 -	15 7 6	20 10 -	20½
10 10 -	13 13 -	4 4 -	6 6 -	5 5 -	7 17 6	10 10 -	15 15 -	21 - -	21
10 15 -	13 19 6	4 6 -	6 9 -	5 7 6	8 1 3	10 15 -	16 2 6	21 10 -	21½
11 - -	14 6 -	4 8 -	6 12 -	5 10 -	8 5 -	11 - -	16 10 -	22 - -	22
11 5 -	14 12 6	4 10 -	6 15 -	5 12 6	8 8 9	11 5 -	16 17 6	22 10 -	22½
11 10 -	14 19 -	4 12 -	6 18 -	5 15 -	8 12 6	11 10 -	17 5 -	23 - -	23
11 15 -	15 5 6	4 14 -	7 1 -	5 17 6	8 16 3	11 15 -	17 12 6	23 10 -	23½
12 - -	15 12 -	4 16 -	7 4 -	6 - -	9 - -	12 - -	18 - -	24 - -	24
12 5 -	15 18 6	4 18 -	7 7 -	6 2 6	9 3 9	12 5 -	18 7 6	24 10 -	24½
12 10 -	16 5 -	5 - -	7 10 -	6 5 -	9 7 6	12 10 -	18 15 -	25 - -	25
12 15 -	16 11 6	5 2 -	7 13 -	6 7 6	9 11 3	12 15 -	19 2 6	25 10 -	25½
13 - -	16 18 -	5 4 -	7 16 -	6 10 -	9 15 -	13 - -	19 10 -	26 - -	26
13 5 -	17 4 6	5 6 -	7 19 -	6 12 6	9 18 9	13 5 -	19 17 6	26 10 -	26½
13 10 -	17 11 -	5 8 -	8 2 -	6 15 -	10 2 6	13 10 -	20 5 -	27 - -	7
13 15 -	17 17 6	5 10 -	8 5 -	6 17 6	10 6 3	13 15 -	20 12 6	27 10 -	7
14 - -	18 4 -	5 12 -	8 8 -	7 - -	10 10 -	14 - -	21 - -	28 - -	28
14 5 -	18 10 6	5 14 -	8 11 -	7 2 6	10 13 9	14 5 -	21 7 6	28 10 -	28½
14 10 -	18 17 -	5 16 -	8 14 -	7 5 -	10 17 6	14 10 -	21 15 -	29 - -	29
14 15 -	19 3 6	5 18 -	8 17 -	7 7 6	11 1 3	14 15 -	22 2 6	29 10	29½
15 - -	19 10 -	6 - -	9 - -	7 10 -	11 5 -	15 - -	22 10 -	30 - -	50

have been employed in the coasting trade for six months, are liable to pay one half of the inward and outward rates above-mentioned. Coasting

By Order, EDWARD GITTENS,
Secretary.

Miscellaneous Appendix. — No. 14—continued.

A Pilotage Committee is appointed annually by this Board, consisting of eight members of the Board, two persons familiar with the duties and qualifications of pilots (and *not* members of the Board), and three representative pilots, *see* "The Mersey Dock Acts (Consolidation Act), 1858," Sections 118 and 119; "The Mersey Docks and Harbour Act, 1889," Section 35; and the "Pilotage Orders Confirmation Act, 1893. (Liverpool Pilotage Order)."

(*c.*) The pilots are kept constantly informed by the Board of any changes that may take place in the river channels, bay, &c.

25. The dredging and maintenance of the navigable channels is carried out by dredgers, and the cost is met, as far as possible, by the levying, under powers conferred by the Board's Acts of "Harbour" Rates on vessels passing to or from places in the Upper Mersey *without entering* the Board's Docks. Contributions at the same rates are also made to the "Conservancy Account" out of the "Tonnage" Rates payable to the Board by vessels *using* the Board's Docks.

When such rates are insufficient to bear all such cost, a "Grant in aid" of the Conservancy Account is made annually out of the Board's General Fund. (*See* also Answer 26.)

26. The dredging done on the Liverpool Dock Estate may be divided broadly into three classes, viz.:—

(*a.*) Dredging of silt deposited in the Docks from the waters entering the same every tide.

(*b.*) Dredging of clay and other materials *in situ* in the construction of new works.

(*c.*) Dredging of sand at the Bar of the Mersey, the shoals and channels thereof, and in the dock entrances.

(*a.*) The Dredgers used for this work are the following:—

"Miles K. Burton."—Net registered tonnage, 686.

Self-propelling hopper barge, with five grab cranes.

Hopper capacity, 30,000 cubic feet.

"No. 9."—Net registered tonnage, 346.

Self-propelling hopper barge, with four grab cranes.

Hopper capacity, 20,000 cubic feet.

"Secunda."—Non-propelling hulk, without hopper, with two grab cranes.

In addition to these, there are some other old ladder dredgers which are occasionally used for this purpose if required under special conditions.

See Chart on which are shown the several sites used for the deposit of dredged material.

The material dredged from the Docks, which is a light silt, is deposited at the back of the Burbo Bank outside the Mersey, at the square marked 51 on the Chart, this site being selected by the Acting Conservator of the Mersey many years ago.

The Board have also authority to deposit dock dredgings in mid-channel of the Mersey between Seacombe and Egremont, on the first quarter of the ebb tide, and this site is used under special circumstances of stress of weather, fog and otherwise.

The deposit site at the back of the Burbo Bank is about 9 statute miles from the Liverpool Landing Stage.

(*b.*) The Board own, in addition to the small ladder dredgers above referred to, the powerful ladder dredgers, "Walter Glynn," "Lyster" and "Tantalus," which are used for dredging at new works; their work being supplemented, when necessary, by that of hired dredgers.

At the present time the dredgers "Walter Bibby" and "Preston" are so hired.

The dredgings from the new works are deposited in deep water far beyond the Bar, the nearest point being 3 statute miles beyond the Bar, or about 22 statute miles from the Liverpool Landing Stage.

(*c.*) The Board have the powerful self-propelling Sand pump Dredgers "Brancker" and "G. B. Crow," each having hoppers of 3,000 tons capacity, and having appliances capable of loading themselves in about half-an-hour in suitable material, and in addition the Board have "No. 5" and "No. 7" Hopper Barges, each of 500 tons capacity, and which have been fitted with sand pumps.

The Board have the following Hopper Barges used for conveying material, and their services are distributed between the dredging of the Docks and the new works, according to the requirements for the time being, viz.: "No. 2," "No. 3," "No. 4," "No. 6," "No. 8," "No. 10," "No. 11," No. 12," "No. 13," "No. 14" and "No. 15," and they have also in addition a number of hopper barges hired at the present time.

The Annual Cost of Dredging for the last Five years has been:—

Scuttling, Dredging and Sluicing the Docks and Basins of the Mersey Dock Estate.

	£
For the year 1895	20,600
" " 1896	23,800
" " 1897	29,100
" " 1898	25,700
" " 1899	20,000

Dredging at the Mersey Bar, and the Shoals and Channels thereof.	£
For the year 1895	23,900
„ „ 1896	23,900
„ „ 1897	28,800
„ „ 1898	27,900
„ „ 1899	21,000

27. The Mersey Docks and Harbour Board deal with the buoying of the channels leading to the River Mersey, and also those in the river as far as an imaginary line drawn from Eastham to Garston, from which point the duty is undertaken by the Upper Mersey Navigation Commissioners.

The surveying of the whole of the Liverpool Bay and River Mersey is undertaken by the Mersey Board.

The following is a statement of the cost of Buoying and Surveying for each of the last Ten financial Years of the Board, viz. :—

Year ending	Buoying.	Surveying.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.
1 July 1891	4,165 18 1	2,600 5 –	6,766 3 1
1 July 1892	4,401 1 2	2,725 1 4	7,126 2 6
1 July 1893	5,444 7 10	2,905 16 8	8,350 4 6
1 July 1894	*8,421 12 11	1,840 12 9	10,262 5 8
1 July 1895	5,971 7 6	2,158 5 3	8,129 12 9
1 July 1896	4,338 16 –	3,250 13 1	7,589 9 1
1 July 1897	5,735 12 9	2,852 9 4	8,588 2 1
1 July 1898	4,405 3 8	2,752 1 5	7,157 5 1
1 July 1899	6,480 8 4	1,992 6 2	8,472 14 6
1 July 1900	6,123 17 10	2,852 12 7	8,976 10 5
Total cost for 10 years	55,488 6 1	25,930 3 7	81,418 9 8

* This includes an item of £2,822 1*s.* 10*d.* for new gas buoys, &c.

28. The Board have power under several of their Acts of Parliament to make Bye-Laws, the principal authority being given under Section 221 of "The Mersey Dock Acts Consolidation Act, 1858."

See Copies of the following Bye-Laws :—

Liverpool Landing Stages Bye-Laws.

Explosives Bye-Laws.

Boats and Boatmen Bye-Laws.

Lights and Signals, &c., Rules.

Fishing on the Mersey Bar, Bye-Laws.

Wallasey Landing Stage, Rules and Regulations.

Speed of Vessels navigating the River Mersey, Bye-Laws.

Testing of Marine Chronometers, &c., at Bidston Observatory, Regulations.

Petroleum Bye-Laws.

Fires and Lights Bye-Laws.

Graving Docks Bye-Laws.

Gridiron and Graving Dock Rates.

Docks and Basins, &c., Bye-Laws.

Steam Tugs allowed to tow in the Board's Docks at Liverpool, Maximum Rates.

Rate per day at which Vessels berthed at different Quays shall be discharged.

Appropriated Berths, Rules and Regulations.

Extract from Dock Acts as to Combustible and Dangerous Goods.

Terms and conditions respecting the use of Locomotives on the Dock Lines of Railway, Liverpool, (Passengers and Goods).

Birkenhead Dock Railways Bye-Laws.

Miscellaneous Appendix

No. 14—continued.

High Level Railway, Bramley-Moore and Wellington Docks, Rates and Regulations

Regulations for use of Coaling Appliances, Birkenhead.

Cranes, &c., Rates and Regulations.

Master Porters' Bye-Laws, &c.

Schedule of Warehouse Rates, Charges and Rents.

Tables of Rates and Dues on Ships and Goods.

Pilot and Pilot Boats Bye-Laws.

Pilotage and Pilot Boat Rates.

Masters' and Mates' Contributions Bye-Laws.

Mooring and Anchoring Vessels in the Mersey, Bye-Laws.

Steam Winch Conditions.

Foreign Animals Wharves Bye-Laws.

29 The docks are lighted by gas $\frac{\text{and}}{\text{or}}$ electric light. Goods are discharged at night.

30. *See* the "Regulations and Rates for the use of the Cranes, Masting Sheers and Hoists on the Dock Quays," &c.

31. *See* the "Regulations and Rates for the use of the Cranes, Masting Sheers and Hoists on the Dock Quays," &c.

32. There are three separate positions at this Port for the shipment of coal, viz. :—

(*a.*) At the Wellington and Bramley-Moore Docks :

Coal is brought from the Lancashire and Yorkshire Railway, and is shipped at the east side of the Wellington Dock, and north and east sides of the Bramley-Moore Dock, from an elevated or high level railway. There are nine fixed hydraulic cranes on the railway, of the following capacities, viz. :—

7, about 300 tons per hour each.
2, „ 150 „ „

(*b.*) At the Herculaneum Dock :

On the east quay of this dock there are two 25-ton movable hydraulic cranes, which are used for shipping coal. The cranes have each a capacity of about 300 tons per hour.

(*c.*) At the East and West Floats, Birkenhead :

The following are the number and the capacity of the coaling appliances at the Birkenhead Docks, viz. :

For shipping coal into large vessels :

One movable hydraulic hoist, West Float, about 300 tons per hour.
Two hydraulic hoists, fixed, West Float, about 300 tons per hour each.

For shipping coal into small vessels :

One hydraulic hoist, fixed, East Float, about 100 tons per hour.

For shipping coal into flats :

Three hydraulic tips, fixed, East Float, about 100 tons per hour each.
Three hand tips, fixed, East Float, about 100 tons per hour each.

NOTE.—In the East Float a jetty has been constructed by the Board for the shipment into flats of coal from coasting steamers. There are four 30-cwt. movable hydraulic cranes, with weighing machines combined, on the jetty, which is let on lease to Messrs. R. & J. H. Rea.

33. There are a number of floating elevators which have been constructed, and are owned, by private firms, and are available for hire by shipowners requiring grain to be discharged from vessels by such appliances. In docks, other than warehouse docks, the charges for the use of elevators for discharging are payable by the shipowners, but in the warehouse docks, where the operations of discharging are performed by the Board, the floating elevators are hired by the Board, and the charges for the use of the appliances are included in the rates shown in the schedule of warehouse rates, &c. At the grain warehouses there are also several stationary elevators, the charges for which are also included in the rates referred to.

In the open docks the charge for the use of the floating elevators is a matter for arrangement between the shipowners and the owners of the elevators.

34. All vessels can discharge direct into sheds or into barges alongside when required.

Goods are not discharged direct from vessels into railway trucks or carts.

35. TIMBER.

	Square yards.	Acres.	Square yards.
Land let for the storage of timber on more or less permanent tenure	223,653	= 46	1,013
Land used for the casual storage of timber	93,958	= 19	1,998
Total	317,611	= 65	3,011

NOTE.—The area of the quays used for the *discharge* of timber is not included in the above-mentioned figures.

PETROLEUM.

There are 60 magazines excavated in the high lands on the east and south sides of the Herculaneum Branch Dock capable of holding 60,000 barrels.

For the storage of petroleum in bulk there are five tanks, two of 3,000 tons capacity each, one of 2,500 tons, and two of 2,000 tons capacity each, making a total capacity of 12,500 tons, or say 80,000 barrels. Pipes are laid from the west quay of Herculaneum Branch Dock to the tanks, which are filled by means of the ship's pumps.

The above accommodation is provided by the Board.

There are also installations at Birkenhead on land leased by the Board, but the tanks have been erected by the tenants.

COLD AIR STORES.

The Board have let premises to private companies on their estate for use as cold air stores, but the actual facilities are provided by the tenants.

LAIRAGES.

A foreign animals wharf is owned and controlled by the Mersey Board at Birkenhead. The ground area is about 100,000 square yards, and the capacity 6,311 oxen and 16,000 sheep.

Staiths have also been erected by the Board behind the jetty at the north end of the Prince's Landing Stage at Liverpool, for use in connection with the sorting, resting, feeding, and watering of coastwise cattle landed at the landing stage.

(*See* also Answer 18).

36. The floor area of the sheds on the Dock Estate at the present time is as follows :—

	Liverpool.	Birkenhead.
	Square yards.	Square yards.
Single storey sheds	504,447	124,658
Double „ „	128,650	—
	633,097	124,658

Total floor area of the whole estate = 757,755 square yards.

37. The warehouses erected on the margin of the docks, also the wool warehouse, are owned and maintained by the Board. Excepting those portions of them which are let to two or three private individuals or companies, they are worked by the Board.

Of course, in addition to these there are warehouses of enormous capacity scattered about along the line of docks, owned and maintained by private enterprise.

38. Goods can be received into those warehouses which are erected on the quays of the docks, if required, direct from the ships lying in the docks adjoining such warehouses, or can be brought by carts, &c., from vessels discharging in other docks.

The wool warehouse is used for the storage of wool exclusively, and goods can only be received into this warehouse from carts. Some of the warehouses are used for grain and breadstuffs only, and others for general merchandise. Hydraulic power is provided for working the machinery at all of these warehouses.

The Board have authority to own and manage warehouses under Part VII. of "The Mersey Dock Acts Consolidation Act, 1858," "with respect to transit sheds, warehouses, and goods."

39. Yes.

AS TO GENERAL GOODS, *i.e.*, Goods other than Timber.

At an appropriated berth - - - - - - - - - - 72 hours
At an unappropriated berth, if discharged from steamers - - 72 „
At an unappropriated berth, if discharged from sailing vessels - 48 „

calculated from 5 o'clock p.m. of the day upon which the goods are deposited on the quay, Sundays, Christmas Day, Good Friday, and other legal holidays not included.

Miscellaneous Appendix.

No. 14—continued.

As to Timber.

	For Deals and Boards.	For other descriptions of Timber.	
		During the period between the 1st January and 30th June.	During the period between the 1st July and 31st December.
	Hours.	Hours.	Hours.
When landed from steamers or sailing vessels at the appointed timber quays -	72	72	48
When landed from steamers at an ordinary shed berth - - - - - -	72	72	72
When landed from sailing vessels at an ordinary shed berth - - - -	48	48	48
	Commencing from the evening of the day upon which the timber may have been landed on the quay, Sundays, Christmas Day, Good Friday, and other legal holidays not included.		

40. See copy of the Table of Rates and Dues on Ships and Goods. For dues payable on ships, see pages 22 to 25 inclusive. For description of these rates see pages 1 to 13.

For dues on goods, see pages 26 to 73 inclusive. For description of these rates, see pages 13 to 20 inclusive The dues on goods are payable by the consignee of the goods.

41. The Mersey Docks and Harbour Board do not calculate the tonnage of vessels, their rates being levied on the net registered tonnage of the vessels. The tonnage of imported goods is usually ascertained by actual weighing, that of exported goods by declaration of the shippers.

42. The same as on goods landed on the dock quays, whether the lighters belong to the dock authorities or to other parties.

43. The same as on cargo landed on the dock quays and placed in the sheds.

44. Lighters employed within the limits of the Port, entering or leaving the Board's docks for the purpose of collecting or delivering goods from or to vessels lying therein are not charged with rates except in certain special circumstances.

There are no special regulations relating to lighters. They are required to be worked in accordance with the directions of the Harbour Master and Dock Masters.

45. No.

46. By Section 64 of "The Mersey Dock Acts Consolidation Act, 1858," the Board are empowered, if they think it expedient, to appropriate particular portions of their docks and quay space for the exclusive accommodation and use of companies or firms engaged in carrying on any particular trade.

Under this arrangement berths are appropriated to almost all the steamship companies who have regular lines of steamers trading between this Port and foreign and coastwise ports. The accommodation is held during the pleasure of the Board, and is subject to a rental based on the area of the shed space at each of the respective berths, of 2*s.* 6*d.* per square yard, per annum, at Liverpool, and 2*s.* per square yard, per annum, at Birkenhead.

There are a few appropriations, of very old standing, in respect of which these rates are not charged.

47. See Sections 234, 267, and 268 of "The Mersey Dock Acts Consolidation Act, 1858," and Section 25 of "The Manchester Ship Canal Act, 1894."

48. The Board do not undertake the towing of vessels in the docks or the river. The shipowners make their own arrangements with the tug owners for the services they require. The Board have, however, fixed a scale of *maximum* rates for vessels which are allowed to tow in their docks at Liverpool.

The Board own and work two steam tugs which are used primarily for the purpose of keeping small craft out of way of larger vessels, but no charge is made for these services.

STATEMENT showing the NUMBER and TONNAGE of VESSELS entering the PORT in 1899, and in each of the last Ten Years, distinguishing the Vessels as under:—

Year ending 31st December.	TOTAL.		Under 500 Tons.		500 Tons and under 1,000 Tons.		1,000 Tons and under 2,000 Tons.		2,000 Tons and under 4,000 Tons.		4,000 Tons and under 6,000 Tons.		Over 6,000 Tons.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
1890 - -	23,089	9,710,030	18,423	2,846,094	1,754	1,215,305	1,804	2,605,514	1,063	2,835,983	45	207,134	—	—
1891 - - -	22,597	9,758,621	18,009	2,813,126	1,656	1,151,856	1,822	2,647,141	1,044	2,841,358	66	305,140	—	—
1892 - - -	21,698	9,963,404	17,102	2,801,844	1,684	1,124,799	1,650	2,414,871	1,171	3,205,557	91	416,333	—	—
1893 - - -	20,606	9,357,770	16,385	2,751,881	1,568	1,089,613	1,514	2,231,530	1,057	2,918,936	82	365,810	—	—
1894 - - -	23,408	10,445,874	18,758	3,161,493	1,769	1,227,022	1,653	2,389,455	1,105	3,076,420	113	527,389	10	64,095
1895 - - -	23,186	10,907,254	18,185	3,096,754	2,008	1,356,451	1,643	2,401,473	1,195	3,282,868	135	633,737	20	135,971
1896 - - -	24,007	11,337,646	18,878	3,192,890	2,072	1,400,970	1,674	2,459,203	1,170	3,209,450	164	747,382	49	327,751
1897 - - -	23,779	11,505,590	18,624	3,137,983	2,059	1,410,607	1,598	2,369,872	1,272	3,467,537	175	789,595	51	329,996
1898 - - -	25,467	12,276,896	20,417	3,396,484	1,799	1,284,716	1,592	2,355,762	1,378	3,781,424	205	941,066	73	517,444
1899 - - -	25,312	12,593,764	20,147	3,338,769	2,008	1,439,446	1,425	2,122,956	1,348	3,691,241	282	1,294,865	102	706,487

Dock Office, November 1900.

STATEMENT showing the Times of Arrival in Dock and Discharge of the Steamers over 2,000 tons burthen which Entered the Board's Docks during the week ending 21st July 1899, showing also the Description of Cargo brought by each Vessel.

VESSEL.	PORT.	Net Register Tonnage.	Date and actual Time of Entering Dock.		DOCK.	Time Discharging.		DESCRIPTION OF CARGO.
			Date.	Time.		*Days*	*hrs.*	
Georgic	New York	7,259	15 July 1899	3.0 a.m.	Canada	4	0	Cattle, fresh meat, wheat, cotton, provisions, and miscellaneous cargo.
Nicaraguan	New Orleans, &c.	2,509	15 ,, ,,	3.55 ,,	Alexandra	6	0	Wheat, cotton, cottonseed, and miscellaneous cargo.
Magician	New Orleans	3,328	15 ,, ,,	3.10 ,,	Toxteth	3	0	Wheat, cotton, cottonseed, and miscellaneous cargo.
Shenandoah	Newport News	2,736	15 ,, ,,	4.55 p.m.	Hornby	4	0	Cattle, corn, flour, provisions, and miscellaneous cargo.
Lake Ontario	Montreal	2,789	15 ,, ,,	3.35 a.m.	Do.	5	0	Corn, timber, and miscellaneous cargo.
Etruria	New York	3,689	15 ,, ,,	3.30 p.m.	Canada	3	0	Fresh meat and general miscellaneous cargo.
Philadelphian	Boston	3,577	15 ,, ,,	4.25 ,,	Alexandra	4	0	Cattle, fresh meat, corn, provisions, and miscellaneous cargo.
Calchas	Glasgow	4,278	16 ,, ,,	5.30 ,,	East Float	1	23	Sulphate of ammonia and miscellaneous cargo.
			18 ,, ,,	5.0 ,,	Egerton	0	23	
Cheshire	Rangoon	3,662	16 ,, ,,	3.45 ,,	Harrington	4	0	Rice, teak, and miscellaneous cargo.
City of London	Bombay, &c.	2,056	16 ,, ,,	3.45 a.m.	Do.	5	12	Corn and miscellaneous cargo.
P. de Satrustequi	Manila	2,941	17 ,, ,,	a.m. tide	Langton	1	0	Hemp.
Highland Mary	River Plate	2,115	17 ,, ,,	4.20 p.m.	Huskisson	5	0	Cattle and fresh meat.
Orestes	Singapore, &c.	2,992	17 ,, ,,	5.0 ,,	Toxteth	4	0	Sago flour, rice, teak, and miscellaneous cargo.
			26 ,, ,,	2.45 ,,	East Float	2	0	
Pinemore	Montreal	4,311	17 ,, ,,	5.30 ,,	Canada	2	0	Cattle, corn, timber, provisions, and miscellaneous cargo.
			19 ,, ,,	8.10 ,,	Hornby	4	0	
Nomadic	New York	3,992	18 ,, ,,	6.30 ,,	Canada	3	0	Cattle, fresh meat, corn, provisions, and miscellaneous cargo.
Quernmore	Baltimore	5,225	18 ,, ,,	6.0 a.m.	Do.	0	10	Cattle, fresh meat, cotton, corn, timber, and miscellaneous cargo.
			18 ,, ,,	7.0 p.m.	Hornby	3	12	
Dominion	Montreal	4,360	19 ,, ,,	8.5 ,,	Alexandra	4	0	Fresh meat, corn, timber, provisions, and miscellaneous cargo.
Pavonia	Boston	3,489	19 ,, ,,	7.0 a.m.	Canada	3	0	Corn, fresh meat, provisions, and miscellaneous cargo.
Laurentian	Montreal	3,000	19 ,, ,,	7.15 p.m.	Alexandra	5	0	Cattle, corn, timber, provisions, and miscellaneous cargo.
Rock Light	New York	2,119	19 ,, ,,	9.14 a.m.	West Float	3	5	Petroleum.
Waesland	Philadelphia	3,055	19 ,, ,,	8.5 ,,	Langton	4	0	Fresh meat, corn, provisions, and miscellaneous cargo.
Canning	Valparaiso	3,458	19 ,, ,,	7.30 p.m.	Alexandra	5	12	Ores, nitrate, corn, and miscellaneous cargo.
Teutonic	New York	4,269	20 ,, ,,	8.15 a.m.	Canada	3	0	Fresh meat, provisions, and miscellaneous cargo.
Ranza	Saigon	3,433	20 ,, ,,	9.5 p.m.	Toxteth	9	0	Rice.
Magellan	Valparaiso	2,594	20 ,, ,,	8.0 ,,	Harrington	4	0	Cattle, ores, wool, and miscellaneous cargo.
Mandalay	Rangoon	2,498	20 ,, ,,	8.45 ,,	Toxteth	5	0	Rice, teak, &c.
Canada	Boston	5,700	21 ,, ,,	9.35 a.m.	Alexandra	5	12	Fresh meat, corn, provisions, timber, and miscellaneous cargo.
Mantinea	Miramichi	2,390	21 ,, ,,	9.0 ,,	Brocklebank	2	22	Timber.
Fantee	West Coast of Africa	2,468	21 ,, ,,	8.15 ,,	Toxteth	2	12	Palm oil, kernels, fruit, mahogany, &c.
Cymric	New York	8,548	21 ,, ,,	9.45 p.m.	Canada	3	0	Cattle, fresh meat, corn, provisions, and miscellaneous cargo.
Statesman	Calcutta	4,002	21 ,, ,,	9.0 ,,	Toxth	3	12	Rice, corn, linseed, and miscellaneous cargo.
Sachem	Boston	3,636	21 ,, ,,	9.10 ,,	Alexandra	3	12	Cattle, fresh meat, corn, provisions, and miscellaneous cargo.

Dock Office, November 1900.

51. The ordinary working hours of the Customs officials in the supervision of the discharge and shipment of goods are from 6 a.m. to 6 p.m. The attendance of the Customs officials before or after those hours is regarded as "overtime," and has to be paid for accordingly by the party requiring the attendance of such officers.

The working hours of the labourers at the docks are from 7 a.m. to 5 p.m., except on Saturdays, when they are from 7 a.m. to 4 p.m.

The Customs hours for weighing, or taking to account, dutiable goods are as follows :—

Summer.—1st of March to 31st of October, 8 a.m. to 4 p.m.

Winter.—1st of November to end of February, 9 a.m. to 4 p.m.

Work is frequently carried on, however, before and after these hours, when overtime is paid for the attendance, &c., of Customs officers.

Full particulars of the attendance, &c., of Customs officers, for various duties, will be found on pages 174 to 190 of the Imperial Tariff for 1900.

52. The docks constantly require, and are constantly being improved, to accommodate the existing trade, and additional accommodation is now being provided.

53. See copy of the accounts of the Board for the year ending the 1st of July, 1900. The following statement gives particulars of the gross revenue and expenditure for each of the last 10 years in the form referred to.

50—*continued.*

MERSEY DOCKS AND HARBOUR BOARD.

PARTICULARS of the GROSS REVENUE and EXPENDITURE for each of the last Ten Years, in the form of the Harbour Return (No. 30), in Local Taxation Returns, 302 III., of 1899.

YEAR.	RECEIPTS (Other than from Loses).									PAYMENTS (Not defrayed out of Loans).												LOAN TRANSACTIONS.				
	Import and Export Tonnage, or Ballast Rates or Dues.	All other Rates, Tolls, and Dues.	Rents and Profits of Property, including Dividends.	Fees, Fines, and Penalties.	Sale of Materials.	From other Local Authorities.	Interest and Dividends on Sinking Funds.	Other Receipts.	TOTAL.	Making, Maintaining, and Repairing Works.	Purchase of Land.	Life Boats and Life-Saving Apparatus.	Lighting.	Loans.			Salaries and Collectors' Poundage (including Wages, &c.).	Establishment Charges.	Parliamentary and Legal Expenses.	Payments to other Local Authorities (including Police).	Other Payments.	TOTAL.	Loans raised during the Year.	Payments out of Loans during the Year.	Loans outstanding at the end of the Year.	Sinking Fund.	
														Principal Repaid.	Interest.	Payments to Sinking Funds.									Taken out of the Funds and applied to the repayment of Principal.	Remaining in the Funds at the end of the Year.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1888-89	1,097,891	273,643	103,305	—	—	203	—	10,134	1,488,176	205,450	—	1,029	16,331	63,463	688,677	100,000	201,716	136,952	1,961	35,817	5,070	1,456,466	—	104,139	17,088,683	—	2,065,280
1889-90	1,110,411	327,539	109,453	—	—	170	—	14,296	1,561,869	212,222	—	1,195	23,602	—	685,988	100,000	225,935	159,813	3,045	37,723	20,023	1,469,546	—	105,292	17,085,121	—	2,165,280
1890-1	1,120,566	338,199	108,394	—	—	334	—	16,769	1,584,262	354,360	—	1,028	10,343	—	697,925	—	227,992	155,178	1,858	37,835	15,000	1,501,519	126,213	55,054	17,211,334	—	—
1891-2	1,155,505	334,494	115,409	—	—	1,411	—	8,826	1,615,645	279,961	—	2,715	9,081	—	689,550	—	224,527	163,452	2,507	38,054	10,000	1,419,847	—	183,573	17,129,630	—	—
1892-3	1,092,663	332,967	118,429	—	—	209	—	6,152	1,550,420	321,598	—	2,572	8,850	—	687,718	—	221,393	164,649	694	39,170	—	1,447,144	6,124	199,616	17,135,754	—	—
1893-4	1,123,599	343,803	116,601	—	—	168	—	4,319	1,588,490	299,985	—	1,552	8,815	—	688,434	—	217,390	162,269	3,824	39,880	—	1,422,149	578,374	369,388	17,714,128	—	—
1894-5	1,143,955	344,888	116,550	—	—	166	—	7,659	1,613,218	310,252	—	1,996	7,906	—	700,796	—	219,249	191,460	2,333	38,401	3,000	1,475,393	68,228	390,061	17,782,356	—	—
1895-6	1,086,515	362,755	119,121	—	—	267	—	4,542	1,573,200	308,996	—	1,160	10,615	—	676,263	—	223,257	190,228	9,493	48,569	12	1,468,593	—	341,199	17,764,305	—	—
1896-7	106,034	359,389	124,010	—	—	212	—	7,423	1,597,559	346,384	—	1,072	9,960	—	677,764	—	232,921	201,549	3,976	40,793	—	1,514,439	402,278	228,897	18,166,583	—	—
1897-8	1,115,061	340,908	129,989	—	—	186	—	2,060	1,588,204	323,749	—	1,035	10,398	—	669,722	—	226,699	216,806	2,927	41,253	—	1,492,089	210,633	502,278	18,377,216	—	—

Note.—Under Section 4 of "The Mersey Docks (Money) Act, 1859," the sum of £100,000 has been set aside in each of the above years to the Sinking Fund Account. The total amount of the Sinking Fund to the 1st July, 1898, was, £2,965,280, and the borrowing powers of the Board have been extinguished to the extent of this amount.

15. Replies of the Manchester Ship Canal Company.

(The numbers of the Answers correspond to those in the List of Questions. See Appendix 7.)

1. The entrance of the Ship Canal at Eastham is 20 miles from the bar at the mouth of the River Mersey. The Canal is 35½ miles long and the principal Docks are at Manchester, a distance of, say, 50 miles from the sea.

2. The access to the Canal from the sea is *viâ* the lower estuary of the River Mersey, in which there is an available depth of 28 feet at low water ordinary spring tides as far as the point where the access channel to the entrance locks commences near Bromborough Pool. This channel is being constantly dredged, and there is at present an available depth varying from 5 feet 6 inches at l.w.s.t. to 33 feet at h.w.s.t. This channel when completed will give access to the Canal at any state of the tide.

The minimum available depth between the entrance of the Canal and the Docks at Manchester is 26 feet, but in the tidal portion of the Canal between Eastham and Latchford (21 miles) the available depth varies from 26 feet to 33 feet, according to the state of the tide.

3. Ordinary spring tides range from 8 feet 8 inches below Datum (Old Dock Sill, Liverpool) to 18 feet 10 inches above Datum.

Ordinary neap tides range from 1 foot 5 inches below Datum to 11 feet 7 inches above Datum.

4. The entrance locks at Eastham are three in number, viz :—

600 feet long by 80 feet wide.
350 „ 50 „
150 „ 30 „

The locks are open to the estuary whenever the tide rises above the level of 14 feet above Old Dock Sill, Liverpool.

The lower sill of Eastham Locks is 23 feet below Datum (Old Dock Sill, Liverpool).

The depth of water on the upper sills of all the locks is 28 feet. This will enable the depth of water in the Canal to be eventually made 28 feet throughout if found requisite.

5. At Latchford, Irlam, Barton and Mode Wheel (Manchester) there are two locks, viz. :—
600 feet by 65 feet and 350 feet by 45 feet.

In addition to the above there are the following subsidiary locks, viz. :—

Weston Marsh Lock - - - 229 feet by 42 feet 8 inches.	Access from the Ship Canal to the Weaver Navigation; constructed at the cost of the Canal Company, but manned and worked by the Weaver Navigation Trustees at their cost.
Weston Mersey Lock - - - 600 feet by 45 feet.	Access from the River Mersey to the Ship Canal for the free passage of traffic across the Canal between the estuary and Weston Point Docks owned by the River Weaver Navigation Trustees.
Bridgewater Lock - - - 400 feet by 45 feet.	Access from the River Mersey to the Ship Canal, for the free passage of traffic across the Canal between the estuary and Runcorn Docks, owned by the Ship Canal Company.
Runcorn (Old Quay) Lock - - 250 feet by 45 feet.	Access from the River Mersey to the Ship Canal for barge traffic.
Walton Lock - - - - - 150 feet by 30 feet.	Access from the River Mersey to the Ship Canal below Warrington.
Twenty Steps Lock - - - 85 feet by 19 feet 6 inches.	Access from the River Mersey to the Ship Canal above Warrington.

6. The Manchester Docks cover an area of 250 acres, including a water space of 104 acres and quays 5½ miles in length and 152 acres in extent. The height of the quay walls in the Manchester Docks is 8 feet above ordinary water level.

The dimensions of the Manchester Docks are —

No. 1 - - -	700 by 120 feet.	No. 5 - - -	980 by 750 feet
No. 2 - - -	600 „ 150 „	No. 6 - - -	850 „ 225 „
No. 3 - - -	600 „ 150 „	No. 7 - - -	1,160 „ 225 „
No. 4 - - -	560 „ 150 „	No. 8 - - -	1,340 „ 250 „

The Runcorn Docks cover an area of 70 acres, of which the water space is 15 acres, and there is storage ground in addition amounting to 77 acres.

7. Manchester Docks - - - 5½ miles. | On the Canal - - - 4 miles.
Runcorn - - - - - 1½ „

8. From 20 to 180 yards.

9. At Ellesmere Port (3 miles from the entrance) there is a floating pontoon dock, and at Mode Wheel, Manchester, there is a graving dock and a floating pontoon dock, all of which are available for large vessels.

At Ellesmere Port there is a slipway owned by the Shropshire Union Railways and Canal Company for building and repairing their own steam tugs, barges, &c.

At Old Quay, Runcorn, there are two graving slipways and repairing shops, and at Runcorn Docks a small graving dock belonging to the Ship Canal Company for the repair of their own and other small craft, and also open to the public by arrangement.

10. The Pontoon at Ellesmere Port is 300 feet long, and 70 feet wide, and is capable of lifting vessels up to 2,500 tons weight. The depth of water at the entrance is 16 feet.

The graving dock at Mode Wheel (Manchester) is 480 feet long, 65 feet wide at the entrance, and there is a depth of water on the blocks of 22 feet, which are 4 feet high.

The pontoon at Mode Wheel is 260 feet long, 63 feet wide, with 16 feet of water on the blocks which are 3 feet 9 inches high, and is capable of lifting vessels weighing up to 2,000 tons. (*See also* answer to Question 9.)

Miscellaneous Appendix, No. 15—continued

11. The pontoons at Ellesmere Port and Manchester, and the graving dock at Manchester belong to a separate Company, styled "The Manchester Ship Canal Pontoons and Dry Docks Company, Limited." (*See also* answer to Question 9.)

12. There is no fixed tariff for the use of the pontoons and graving dock; the charges are governed by circumstances.

13. Yes, both at Ellesmer Port and Mode Wheel, in the hands of the same company. (*See also* answer to Question 9.)

14. The Port of Manchester is constituted by Sect. 3 of the Manchester Ship Canal Act 1885 (48 & 49 Vict. Cap. 188), and by the same section the Manchester Ship Canal Company is constituted the Harbour Authority of the Port.

The Customs Port of Manchester commences at the eastern termination of the Port of Liverpool, and includes the River Mersey above that point and the River Irwell, so far as the same are navigable, the River Weaver to Frodsham Bridge, and also the Manchester Ship Canal from the entrance at Eastham (where it touches the Port of Liverpool) to Hunt's Bank in the City of Manchester.

In addition to the docks belonging to the Company at Manchester and Runcorn, there are the following :—

(*a.*) *On the Ship Canal:*

At Runcorn - - - -	The docks of the Bridgewater Department of the Ship Canal Company.
At Weston Point - - -	The docks of the Weaver Navigation Trustees.
At Ellesmere Port - - -	The docks of the Shropshire Union Railways and Canal Company.

(*b*). *Outside the Ship Canal*, but within the Customs Port of Manchester on the River Mersey:

West Bank Dock, Widnes - -	Owned by Hutchinson's Trustees.
Widnes Docks - - - -	Owned by the L. & N. W. Railway Company.

15. The London and North Western,
Lancashire and Yorkshire,
Great Northern,
Midland,
Great Central, and
Cheshire Lines railways
are connected with the Canal Company's railways on the Manchester Docks.

The Canal Company's Railways also run alongside the Ship Canal at other places between Manchester and Eastham and are connected with the Railways of other Companies as follows :—

With the Cheshire Lines at Irlam and Glazebrook.

With the L. & N. W. Railway at Latchford and Runcorn Docks.

With the joint line of the L. & N. W. and Great Western Railway Companies at Walton Old Junction (near Warrington) and Ellesmere Port.

16. All the railways on the docks or quays are worked by, and the terminal charges are paid to, the Ship Canal Company. The same remark applies to the other railways alongside the Canal mentioned in the answer to Question 15, except as follows, viz. :—

At Walton Old Junction, where the railway is used jointly by the Canal Company and the occupiers of land leased from the Company, which is intersected by the railway. The occupiers work their traffic over the railway with their own locomotives, and pay the Canal Company a tonnage rate for the use of the railway, which is maintained by the Canal Company.

At Ellesmere Port, where the railway is used exclusively by occupiers of land leased from the Company, who work the traffic with their own locomotives and pay the Canal Company a tonnage rate for the use of the railway, which is maintained by the Canal Company.

17. There are numerous communications by road between the various docks and wharves and the surrounding district. The following inland Navigations are also directly connected with the Ship Canal, viz. :—

At Manchester.	The Bolton and Bury Canal, and the Bridgewater Canal. By means of the latter water communication is maintained between the Ship Canal and places on— The Rochdale Canal. The Stockport, Ashton, Peak Forest and Macclesfield Canal. The Huddersfield Canal. The Calder and Hebble Navigation. The Aire and Calder Navigation. The Leeds and Liverpool Canal. The Trent and Mersey Canal, and the other inland canals connected therewith.
At Warrington.	The Mersey and Irwell Navigation.
At Runcorn.	The Bridgewater Canal.
At Weston Point.	The River Weaver Navigation.
At Ellesmere Port.	The Shropshire Union Canal.

The Ship Canal is thus connected by water with all the inland navigations of the country.

18. Facilities are granted to owners and occupiers of land abutting on the Canal for the construction of private wharves or landing places, side basin, or lay byes, in accordance with Section 62 of the Act of 1885. The Canal Company has a large area of surplus lands on the banks of the canal eminently suitable for the erection of works and depots requiring deep water carriage, and is disposing of this land on terms favourable to purchasers. Every inducement and facility is offered in order to promote the erection of works, &c., on the banks of the Canal.

19 The Manchester Ship Canal Company was incorporated by Act of Parliament 48 & 49 Vict. c. 188 (1885), and the Company is thereby constituted the Harbour Authority of the Port of Manchester. The following additional special Acts of Parliament have since been passed :—

49 & 50 Vict. c. 111 (1886), authorising the payment of interest out of capital during construction.
50 & 51 Vict. c. 119 (1887), authorising the issue of one-half the share capital in preference shares
51 & 52 Vict. c 111 (1888), authorising the Company to purchase additional lands.

51 & 52 Vict. c. 161 (1888), authorising the variation, extension, and enlargement of the works previously authorised, the substitution of new works for authorised works, the abandonment of certain works, and the alteration of certain boundaries.

53 & 54 Vict. c. 74 (1890), authorising the Company to fill up certain tidal openings in the embankments of the canal, and for other purposes.

53 & 54 Vict. c. 227 (1890), authorising the Company to make additional works, to stop up or divert roads and footpaths, to purchase additional lands, to take reasonable tolls for the use of their railways on the quays, and for other purposes.

54 & 55 Vict. c. 181 (1891), enabling the Company to raise additional loan capital for the completion of the undertaking, and authorising the Corporation of Manchester to lend money to the Company, extending the time for the completion of the undertaking, entitling the Corporation to nominate five Directors of the Company until the loan is repaid, during which time the number of Directors appointed by the Company may not exceed ten, and an Engineer to be styled "the Engineer of the Corporation."

56 Vict. c. 3 (1893), authorising the Company to purchase additional lands, to execute additional works, extending the time for the completion of Weston Mersey Lock and Warrington Dock, exempting from tolls, etc., to the Upper Mersey Navigation Commissioners all vessels entering or leaving the canal by the entrance channel at Eastham, the revenue of the Commissioners to be made up by the Company in certain events, and for other purposes.

56 Vict. c. 23 (1893), enabling the Company to raise additional loan capital, extending the time for the completion of the undertaking, increasing the number of Directors to 21, of whom 11 shall be appointed by the Corporation of Manchester, the Chairman being elected by the Directors appointed by the shareholders, and the Deputy Chairman by the Directors appointed by the Corporation subject to provisions as to the repayment of the loans, and for other purposes.

56 & 57 Vict. c. 73 (1893), enabling the Company to sell and otherwise deal with surplus lands and for other purposes.

56 & 57 Vict. c. 112 (1893), confirming a Provisional Order of the Board of Trade under the Railway and Canal Traffic Act, 1888, relating to the classification of merchandise traffic and the schedule of maximum rates and charges applicable thereto, in respect of the Company's railways.

57 & 58 Vict. c. 169 (1894), conferring certain further powers upon the Company as to the construction of jetties and other works, authorising the Company to appoint and license pilots, to make bye-laws as to the importation of foreign animals, to supply water to vessels, to demand rates for storage, to recover the costs of dredging solid matter or sludge cast into any portion of the harbour or port, and for other purposes.

59 & 60 Vict. c. 182 (1896), enabling the Company to fill up more tidal openings, to make a short railway, to amend former Acts, to make bye-laws in relation to the Bridgewater Canal, extending the time for the completion of Warrington Dock, and for other purposes.

60 & 61 Vict. c. 108 (1897), conferring further powers upon the Company with respect to their surplus lands and for other purposes.

63 & 64 Vict. c. 188 (1900), enabling the company to acquire the Manchester Racecourse and other lands, to construct a new dock railway and other works, to establish a thrift fund, and for other purposes.

20. The "Staff" of permanent employees maintained by the Canal Company consists of :

(*a*). *Ship Canal Department.*

Chief Engineer, Consulting Engineer and staff	198	
General Superintendent and staff	212	
Chief Traffic " " "	14	
Dock Traffic and Labour Superintendent and staff	299	
Dock Railways Superintendent and staff	138	
Grain Elevator " " "	43	
Indoor " " "	39	
Railway Traffic Indoor Superintendent and staff	10	
Traffic Stock Superintendent and staff	17	
Stores " " "	13	
Dock Master and staff	6	
Canal Superintendents	3	
Police and Fire Brigade Superintendent and staff	74	
Secretary, Accountant and staff	112	
		1,178

(*b*). *Bridgewater Department.*

Superintendent and staff	34	
Resident Engineer and staff	203	
Agent at Manchester and staff	729	
" Warrington "	66	
" Runcorn "	623	
" Liverpool and other stations and staff	545	2,200
Total		3,378

The list does not include dock labourers or others employed on day wages or piecework, of whom several thousands are employed from time to time.

21. By Sec. 146 of the Act of 1885 the Canal Company has the exclusive right to load and discharge all vessels in the Canal or Docks or at any quays not being private wharves constructed under the provisions of the Act and to perform all services in respect of the handling of cargo. *See* "Regulations and Rates of Loading and Discharging Vessels at the Manchester Docks," on pages 11 to 14 of "Schedule of Charges payable by Ship Owners."

Under certain conditions vessels may be discharged by the crew, in respect of which *see* page 18 of the same Schedule "Discharging by Ship's Crew."

By special arrangement also individual firms of ship owners or agents running a regular service of steamers are allowed to provide their own labour for loading and discharging their vessels and handling the cargo on the dock quays and in the transit sheds.

22. The Canal Company is subject to the same Acts of Parliament in this respect as govern Railway Companies.

Miscellaneous Appendix

No. 15—continued.

23. The Company has power under its Acts of Parliament to mortgage the whole of the undertaking and also to mortgage, sell, or otherwise deal with its surplus lands.

24. (*a*) The Canal Company controls the pilotage service. Pilotage is not compulsory.

(*b*) The rates of pilotage and conditions of service are fixed by the Company, and are embodied in a code of bye-laws, as follows:—

AT THE COURT AT WINDSOR, the 21st day of November 1895.

PRESENT,

THE QUEEN'S MOST EXCELLENT MAJESTY IN COUNCIL.

WHEREAS by the 582nd and 583rd Sections of the Merchant Shipping Act, 1894, it is enacted that a Pilotage Authority may, by Bye-laws made under Part X. of that Act, do all or any of the things specified in the said Section; but that a Bye-law so made shall not take effect until it is submitted to Her Majesty in Council, and confirmed by Order in Council:

And whereas the Manchester Ship Canal Company, being the Pilotage Authority for the Port of Manchester, have made and submitted for confirmation by Her Majesty certain Bye-laws as set forth in the Schedule hereto annexed:

And whereas it has been made to appear to Her Majesty that the proposed Bye-laws are proper and reasonable:

And whereas the provisions of Section 1 of the Rules Publication Act, 1893, have been complied with:

NOW, THEREFORE, Her Majesty, by virtue of the powers vested in Her by the Merchant Shipping Act, 1894, and by and with the advice of Her Privy Council, is pleased to approve of and confirm the said Bye-laws as set forth in the Schedule hereto annexed.

C. L. PEEL.

SCHEDULE.

BYE-LAWS.

1. The following Bye-laws shall commence and take effect on the 1st day of December 1895:—

2. In the construction of these Bye-laws "the Company" shall mean the Manchester Ship Canal Company, the expression "the Directors" shall mean the directors for the time being of the Manchester Ship Canal Company, and "the Canal" shall mean the Manchester Ship Canal.

3. Pilotage upon the Canal is not compulsory, but no pilot, except qualified and licensed as hereinafter mentioned, shall be permitted to navigate, conduct, or move any vessel within the Canal, Docks, and Basins of the Company.

4. The Company may, if they deem it expedient so to do, examine any person (or persons) who shall be desirous to act as a Pilot, and every person who shall be approved of by the Company shall receive a licence in writing, signed by the Company's Secretary, stating that he is duly qualified to act as a Pilot on the Canal, and also setting forth the name, age, stature, complexion, and place of abode of the person so licensed.

5. Every licence granted by the Company shall expire on the first day of the month of September which shall first happen after the granting thereof, and for the licence which shall be granted to any person upon his first admission as a Pilot, there shall be paid to the Company the sum of £2 2*s*., and for the second, and every subsequent licence which shall be granted to such person, the sum of £1 1*s*.

6. Every licensed Pilot shall exhibit his licence to the Master of the vessel, and give his name and address, and behave with strict sobriety and respect, and use his utmost care and diligence to conduct the vessel to her destination safely, and without damage to any vessel or other property; and he shall obey and execute all lawful orders given by the Company's Superintendents, Dockmasters, and Officials relative to the locking, towing, transporting, or removing of any vessel under his charge, and he shall not, when the signal is against him, bring or attempt to bring any vessel into any lock, dock, or basin without an order in writing from an authorized Official of the Company.

7. Every Pilot to whom a licence has been granted shall provide himself with a flag of the usual dimensions, and of two colours, the upper horizontal half red and the lower horizontal half white, and on taking charge as Pilot of any vessel, and so long as he remains in charge, he shall cause his flag to be hoisted on board such vessel where it may be most conspicuously seen, and shall keep this flag continually flying until he is discharged or relieved by another Pilot.

8. Every Pilot shall, when on duty, always have with him a good watch, a tide table, copy of the Company's bye-laws, his licence, and his flag.

9. Every licensed Pilot shall, before leaving any vessel piloted by him either inwards or outwards, obtain from the Officer in command of such vessel a certificate of his services, and shall, upon landing, report himself to the Company's Superintendent or Official in charge at such landing, and deliver up to such Superintendent or Official every such certificate and all moneys received by him.

10. No person to whom a Pilotage Licence shall be granted by the Company shall add to or in any way alter such licence, or make or alter any endorsement thereon, nor shall at any time lend such licence.

11. A licensed Pilot shall not, without the Company's consent, demand or receive in respect of any services any payment either in excess of or less than the amount which he shall under any resolution or regulation of the Company for the time being in force be entitled to receive.

12. Whenever any licensed Pilot shall observe any alteration in any of the banks or the depth of water in the Canal, or that any buoys, beacons, or lights have been driven away, broken down, damaged, or are out of place, or any circumstances affecting the safety of the navigation of the Canal, he shall forthwith send correct written information thereof to the Manager of the Company.

13. Whenever any accident shall have happened to, or been caused by any vessel while in charge of a licensed Pilot, such Pilot shall, immediately after leaving the vessel, report the facts of such accident, so far as he knows them, to the nearest Canal Superintendent.

14. Any licensed Pilot losing his licence shall forthwith give notice thereof to the Company's Secretary, stating the circumstances under which the licence was lost, and the Company's Secretary shall, unless he shall be satisfied that the loss has been caused by the Pilot's misconduct, caused to be issued to such Pilot a duplicate licence in a form to be approved by the Company. For a duplicate licence a licensed Pilot shall pay to the Company such a sum, not exceeding £2 2*s*., as the Company may direct in each case.

15. All pilotage rates shall be collected by the Company, and paid to the Pilots who earn the same, less a reasonable deduction for the cost of collection. Such pilotage rates shall be as follows :—

An initial fee shall be paid for each vessel when requiring pilotage service entering or leaving the Canal, according to the net registered tonnage.

	£	s.	d.
300 tons and under		10	–
600 tons and under	1	–	–
1,200 tons and under	1	10	–
All over 1,200 tons	2	–	–

and in addition thereto a sum at the rate of 1s. per mile or portion of a mile for the distance navigated. Vessels in ballast shall pay the full initial fee, but only half of the mileage rate.

16. When pilotage service is rendered to a vessel in the Canal, but when not entering or leaving the Canal, one-half of the above-named initial fee is to be charged, in addition to the mileage rate of 1s. per mile.

17. In case any licensed Pilot shall refuse to pilot any inward or outward bound vessel upon the request of the Master thereof, or in case it shall be proved to the satisfaction of the Company's Directors that any Pilot shall in any manner have failed in or neglected his duty as a Pilot, or in any manner acted contrary to any of these Bye-laws, or if any Pilot shall refuse to obey any summons of the Company's Directors to appear before them, or to obey any order of the Directors, the Company may recall the licence granted to such Pilot, and declare the same to be void, or may suspend the same for such time as they shall think proper.

18. Every person offending against or contravening any of the preceding Bye-laws shall, for every such offence, forfeit and pay a sum not exceeding five pounds.

19. If any person other than the Master or Mate shall pilot any vessel into, or out of, or along the Canal, Docks, or Basins of the Company, without having been first duly licensed by the Company to act as a Pilot, or after the expiration of his licence, and before the same shall have been renewed, he shall for every such offence be liable to a penalty of not exceeding £20.

PILOTAGE CHARGES AND ARRANGEMENTS.

The Manchester Ship Canal Company being the Pilotage Authority for the Port of Manchester, under their Bye-Laws are empowered to collect all charges for pilotage on the Canal.

Pilotage outside the Canal is not payable to the Company, and any fee for such pilotage must be collected by the Pilot.

Pilotage on the Canal is not compulsory, but when a Pilot is employed, he must be the holder of a Pilotage Licence issued by the Company, and must not, without the Company's consent, claim for his services any greater or lesser sum than is provided for in the following scale :—

For vessels entering or leaving the Canal loaded the following initial fees are charged according to nett Registered Tonnage :—

	£	s.	d.
Up to 300 tons		10	–
Over 300 „ and up to 600 tons	1	–	–
„ 600 „ „ 1200 tons	1	10	–
All over 1200 „	2	–	–

and in addition thereto, a sum at a rate of 1s. per mile, or portion of a mile, for the distance navigated.

For loaded vessels piloted from one point of the Canal to another, *i.e.*, when not entering or leaving the Canal, one half of the above-named initial fee is charged, and the full mileage rate of 1/- per mile.

Vessels in Ballast.—When vessels enter or leave the Canal in ballast, the full initial fee is charged, and also one-half of the mileage rate ; but when piloted from one point of the Canal to another, one half of the initial fee is charged, and also the full mileage rate as in the case of vessels loaded.

Extra Services.—When vessels are detained on their journey up or down the Canal for the purpose of bunkering or otherwise for the convenience of the owners, and proceed on their journey within 2 hours 5s. is charged ; but when detained over that time and not exceeding 6 hours the charge will be 10s. for detention, provided this does not exceed one-half of the full initial fee, but should it do so, only half the full initial fee will be charged. If a vessel is detained beyond 6 hours, she will be treated as moving from point to point in the Canal, and charged accordingly.

For any Special Services undefined herein, the charge shall be as agreed between the Pilot and the Ship's Master at the time rendered.

The Master's signature on the Pilot's certificate of services rendered is accepted by the Company as binding upon the Master, Owner, or Ship's Agent to pay the charges named thereon.

There is a Pilotage Board, which is appointed in the following manner :—

The Chairman, Deputy Chairman, and four members by the Company.
One member by River Mersey pilots holding Ship Canal licences.
Two members by Ship Canal pilots who do not hold River Mersey licences
The three latter retire annually.

(*c*) The Canal Company.

25. The dredging of the Canal and of the approach channels thereto is performed by the Company, the cost being charged to revenue.

26. The average cost of dredging in the Ship Canal and Manchester Docks is 31,222*l*. per annum, and in the approach channel 2,078*l*.

The dredging plant employed consists of—

3 single-ladder dredgers, self propelling.
2 „ „ pontoon shape.
3 "Priestman" grabs on timber pontoons.
1 „ on steam hopper.
2 steam hoppers, each carrying 440 tons, and
1 „ carrying 370 tons.

Part of the dredged material is deposited at sea at a distance of from 14 to 20 miles from the entrance to the Canal, and the remainder on land adjoining the canal.

Miscellaneous Appendix.

No. 15—continued.

27. In the Ship Canal, the Company. In the lower estuary of the River Mersey, the Mersey Docks and Harbour Board. In the upper estuary, the Upper Mersey Commissioners.

The cost cannot be ascertained.

A special survey of the estuary has recently been carried out under the direction of the Acting Conservator, Admiral Sir George Nares, K.C.B., &c., at the joint agreed expense of the Mersey Docks and Harbour Board and the Canal Company.

28. The Canal Company is authorised by the Act of 1885 to make bye-laws.

Bye-Laws have been sanctioned by the Board of Trade in respect of the following matters:—

(*a*) For regulating the passage of vessels through the estuary locks of the Ship Canal at Weston and Runcorn, and across the Canal at certain points.

(*b*) For the regulation of pilots for the Port of Manchester.

(*See* pp. 17–21 of "Regulations and Bye-Laws" sent herewith.)

The Canal Company has also under the powers of the Act of 1885 made regulations for the navigation of the Canal and for other purposes. (*See* copy.)

29. The Manchester Docks are lighted by electricity, and goods are frequently discharged and loaded at night.

30. At the Manchester Docks there are 52 hydraulic and 46 steam cranes, varying in radius from 16 to 40 feet, and capable of lifting from 1 to 10 tons to a height from rail level of from 13 to 59 feet.

There is also one thirty-ton steam crane.

At the Runcorn Docks there are 11 hydraulic, 14 steam, and 9 hand cranes, capable of lifting from 1 to 10 tons. At Warrington Lay Bye there is a movable hydraulic transporter, capable of lifting 30 cwt.

31. Only the thirty-ton crane mentioned in the answer to the previous question. There are no sheer-legs, but a floating Titan Crane of great power has just been ordered to deal with weights up to 80 to 100 tons.

32. See "Schedule of Charges and Arrangements for Coal, Coke, and Patent Fuel Shipments."

33. There is a grain elevator at the Manchester Docks with a storage capacity of 40,000 tons, for full description of which, together with schedule of charges, see printed Schedule.

Powerful pneumatic apparatus, capable of discharging 200 tons per hour from ships into the elevator, is now under construction, to supplement the appliances described in the Schedule, in order to give more rapid discharge.

34. Goods are frequently delivered, so far as circumstances permit, direct from and to the holds of vessels by steam and hydraulic cranes to and from the dock quays and transit sheds, railway trucks, carts, floating platforms, and barges.

It is, however, often found to be impracticable to load goods from vessels into railway trucks, carts, and barges without first landing them on the quay to be sorted.

The Company has recently purchased five large floating platforms or pontoons, carrying 800 tons, for the discharge of vessels laden with timber, from which delivery is afterwards made to railway trucks, carts, barges, or to store. These pontoons have been found to be of great service in easing the pressure on the quays. They are loaded on the water side of the vessel simultaneously with the discharge of the cargo on to the quays.

The Manchester Docks are well equipped with sheds into which all cargo requiring cover is discharged direct from the vessel, with the exception of the small portion loaded into railway trucks, carts, and barges.

35. STORAGE GROUND FOR TIMBER to the extent of about 50 acres is provided by the Canal Company and is being added to under the powers of the Act of 1900.

MINERAL OILS in barrels are sometimes stored on the Company's open ground but are never placed inside the Company's warehouses.

Oil Tanks.—The Company does not possess tanks for the storage of mineral oil in bulk, but the Manchester Corporation and several private firms have erected a number of tanks on the banks of the Canal.

The Manchester Corporation, the Liverpool Storage Company, and the Bagnall Oil Company, Limited, have 12 tanks with a storage capacity of 6,250,000 gallons (25,000 tons).

The Consolidated Petroleum Company have five tanks with a capacity of 5,700,000 gallons (22,000 tons).

Vessels are berthed at wharves opposite the tanks, and the oil is discharged through pipes direct into the tanks, whence it is despatched by coasting craft, barges and railway wagons, generally in bulk but sometimes in barrels.

The erection of additional tanks is under consideration by other firms.

COLD AIR STORAGE is provided at the Manchester Docks by the Colonial Consignment and Distributing Company, Limited, by whom a refrigerator has been erected capable of holding 130,000 carcases, alongside which there is a wharf at which cargoes can be discharged direct into the store from the vessel; there is also a siding from the dock railways into the store giving direct communication with all parts of the country. Cold air stores of large capacity have also been provided by the Manchester Corporation within easy carting distance of the Manchester Docks.

LAIRAGES for foreign livestock have been erected by the Manchester Corporation at the Manchester Docks, with accommodation for 1,000 head of cattle. The site is 12 acres in extent, with wharfage on the Canal of 800 feet and it has road and railway connections.

Coastwise Cattle Wharves.—Cattle pens and wharves for the accommodation of the coastwise cattle trade have been provided by the Canal Company at the Manchester Docks, with pens 252 feet long, divided into three sorting yards, 84 feet by 15 feet 6 inches, and 6 pens, 42 feet by 10 feet. Cattle can be transferred (day and night) direct from steamer through the sorting yards and pens into railway trucks, or be driven by road to the adjacent Salford Cattle Market.

36.

No.	Description.	Area of Site.	Area of Floors.
13	One Storey - - -	34,350 square yards	34,350 square yards
1	Two Storeys - - -	3,950 „	7,900 „
3	Three Storeys - - -	17,420 „	52,260 „
2	Four Storeys - - -	11,900 „	47,600 „
1	Ditto - - - (in course of construction)	12,050 „	48,200 „

37. The warehouses within the Dock Estate, including the Grain Elevator, are maintained by the Canal Company. The warehouses and some of the sheds have been erected under the provisions of the Company's Act of 1897 by a private company to whom the land has been leased by the Canal Company at a peppercorn rental, and from whom the buildings have been subleased for a term of 99 years. A combined transit shed warehouse and a wharf have just been constructed under agreement by a separate company on the Manchester Docks for dealing with the cargo carried by a line of steamers plying between Liverpool and Manchester owned by the same company. The Canal Company has warehouses on the banks of the River Irwell at Manchester, in connection with the carrying business of its Bridgewater Department. The warehouses are used also for the storage of dock traffic. There are other warehouses belonging to private companies on the upper reaches of the River Irwell, namely:—

The Mersey, Weaver and Ship Canal Carrying Company.
F. J. Abbott and Company, Limited.
The Irwell and Medlock Warehousing Company, Limited, and others.

Also in Trafford Park, adjoining the docks, with which there is communication by means of the Canal Company's dock railways and the railways of the Trafford Park Estates, Limited.

The Canal Company owns large warehouses at Warrington, on the banks of the River Mersey, which is connected with the Ship Canal, and on which the company owns the navigation rights. The warehouses are used by the Bridgewater Department in connection with traffic carried in their barges between Liverpool and other places and Warrington, and also between the Manchester Docks and Warrington.

The Canal Company also has large warehouses at Runcorn Docks, which are used for pottery materials and for storing earthenware in course of transit from the Potteries for export.

38. The Canal Company carries on a system of warehousing in accordance with the provisions of the Act of 1885 in respect of goods imported or intended for export over the Ship Canal. Goods are warehoused either by direct instructions of the owners or in consequence of the owners not removing them within the time allowed for the free use of the quays or transit sheds. (*See* also answer to Question 39.)

For fuller details of the services rendered by the Canal Company in this respect, see page 23 of the "Schedule of Tolls and Wharfage Rates," dated 1st January 1900, for General Merchandise, and also pages 3 to 7 of the "Schedule of Wood Goods Charges" in respect of the storage of timber at the docks.

39. The period during which goods may remain on the quays or in the transit sheds without paying rent is generally limited to 72 hours after landing, but there are some exceptions to the rule.

40. The Schedule contains the present rates of tolls and wharfage which are payable by the owners of the merchandise in accordance with the Act of 1885, the only exception to this rule being, when a shipowner arranges a through rate with a trader which includes charges in addition to the sea freight and all the Canal Company's charges. Dues on shipping have been payable in respect of the use of only a portion of the Canal up to the present, but on 1st January 1900 dues will be payable by all vessels using any portion of the Canal. (See schedule of ship dues.) There are no other dues on shipping in the Canal, but vessels entering the Canal have to pay harbour dues to the Mersey Docks and Harbour Board for passing over the River Mersey from the sea to the Canal. The Company is under statutory obligation to charge exceptional canal tolls and ship dues in respect of certain vessels and traffic, and in some cases no tolls or dues may be charged. (See various clauses in the Act of 1885, and other Acts for the protection of various parties.) (See also answer to Question 47.)

41. The dues on ships are calculated on their net registered tonnage. The charges on goods are calculated per ton of 2,240 lbs. gross, except in the case of timber, when the charges are generally made upon measurement weight. (*See* "Wood Goods Schedule.")

42. The charges for canal tolls and wharfage rates on overside cargo are the same as on cargo landed upon or shipped from the quays and transit sheds. There is no exemption in favour of barges. The provisions in this respect are contained in Sections 129 and 132 of the Company's Act of 1885.

43. *See* Answer to Question 42. All cargo is liable to the same charges, however dealt with.

44. Lighters passing along the Canal, whether using the wet docks or not, are subject to ship dues at the same rates as sea-going vessels, with the following exceptions:—

The Act of 1885 gives special privileges to—
The Shropshire Union Railways and Canal Company at Ellesmere Port.
The Weaver Navigation Trustees at Weston Point.
The Runcorn Docks.

The Canal Company also for the present exempts from ship dues lighters or barges trading exclusively on the River Mersey, and entering the Canal through any of the estuary locks loaded with transhipment cargo for outward sea-going vessels, or loading cargo from import sea-going vessels in the Canal for lighterage, to places either within or outside the Canal on the River Mersey. Lighters are subject to the general regulations of the Company in respect of all vessels navigating the Canal.

45. The only wharves used by the public, either at the Manchester Docks or on the Ship Canal, over which the Canal Company has no control are the following:—
The Shropshire Union Railway and Canal Company's Wharves and Warehouses at Ellesmere Port.
The Weaver Navigation Trustees, Wharves and Warehouses at Weston Point.

These compete with each other and also with the Bridgewater Department of the Company for the storage of traffic, which is mainly for and from the North Staffordshire Potteries.

46. Exceptional arrangements have from time to time been made with shipowners in order to secure traffic otherwise unattainable by a new Port.

47. There are various Sections in the Company's Act of 1885, and subsequent Acts, by which vessels are exempted from the payment of dues. (*See* also Answer to Question 40.)

Miscellaneous. Appendix. No. 15—continued.

48. From January 1st, 1901, the following Schedule, relating to the charges for the use of the Company's Tugs, will come into operation :—

TOWAGE.—CHARGES AND CONDITIONS FOR USE OF THE CANAL COMPANY'S TUGS.

Charges for Tug Assistance to Steamers and for Towage of Sailing Vessels on the Canal.	Per Tug. £.	s.	d
From Eastham or any point in Sections A or B direct to Section C, or vice versa*	5	0	0
From Eastham or any point direct to any point in Sections A or B, or vice versa	3	0	0
From Manchester Docks direct to any point in Section C or vice versa, also from one point to another in that Section, or to Latchford Locks	3	0	0
Waiting at Eastham, per tide	2	0	0
Shifting from point to point in the Manchester Docks when not detained for more than one hour	1	10	0

After first hour 10s. per Tug per hour will be charged.

DETENTION - - - - - - - - 10s. per Tug per hour.

* Steamers stopping at Partington to take in coal on returning from Manchester to Eastham will not be considered as breaking the direct voyage.

EXCEPTIONS TO THE FOREGOING SCALE OF CHARGES.

Sailing Vessels which have gone direct to Manchester, and after discharging there proceed to Sections A or B to load within the Canal, will be charged Towage on the above scale, but after having loaded will be towed direct from loading berth to Eastham Locks free of charge.

	Will be charged :—
Sailing vessels with cargoes not exceeding 240 tons proceeding direct from Eastham Locks to any point in Sections A or B for discharge within the Canal, or when proceeding from point to point on any part of the Canal, or in the Manchester Docks.	3*d.* per ton upon the cargo, with a minimum charge as for when light. When light: 2*d.* per nett registered ton.
Sailing Vessels entering the Canal Light or in Ballast to load cargoes not exceeding 240 tons.	2*d.* per nett registered ton.

DETENTION - - - - - - - 10s. per hour.

Sailing Vessels entering the Canal with cargoes for Section C of the canal are provided with one Tug free of charge when proceeding direct up the canal from Eastham to that section, as well as when returning light or loaded from Section C direct to Eastham. If a second Tug is required it will be supplied at the rates scheduled above.

Sailing Vessels with cargoes of timber, grain, &c., destined for Manchester, which after lowering top gallant masts and/or top masts could not pass under the fixed bridges, and in consequence have to discharge below bridges, will be treated in the same manner as if they were proceeding to Manchester direct, and will be supplied with one Tug free when towed direct from Eastham Locks to place of discharge, and back again direct to Eastham.

OTHER CHARGES PAYABLE BY STEAMERS AND SAILING VESSELS.

The Rates for ordinary Towage or assistance other than named herein will be based on a similar scale.
For any exceptional Towage services rendered the charge will be as per special arrangement.

CONDITIONS UNDER WHICH THE MANCHESTER SHIP CANAL COMPANY SUPPLY TUGS FOR TOWING VESSELS.

1. The Company are not to be responsible or liable for damage or injury to any ship, vessel, or craft, or the persons or goods on board any ship, vessel, or craft of which the Company may undertake the towage or docking in the River Mersey and the Manchester Ship Canal, or which may be piloted to or from any place in the River Mersey and the said Ship Canal, or for any loss sustained or liability incurred by any one by reason of such damage or injury, or for any loss or liability incurred in consequence of any such ship, vessel, or craft colliding with or otherwise damaging any other vessel or thing, or for any loss or liabiliiy of any kind whatsoever arising from the towing, docking, or piloting, whatever may be the cause or causes, of such damage, injury, loss, or liability or under whatever circumstances such damage, injury, loss or liability may have happened or accrued, even though arising from or occasioned by the act, omission, incapacity, negligence, or default, whether wilful or not, of the Company's servants or agents or any other persons, or any defect, imperfection, or insufficiency of power in, or any delay, stoppage, or slackness of speed of any tug or vessel, her machinery or equipment, engaged in towing or docking any ship, vessel, or craft, whether such defect, imperfection, or insufficiency of power be in existence at the beginning of or during the said towing or docking.

It is further agreed that on using the Company's tugs for towage or assistance services, the master and crew of such tugs become the servants of and are identified with the ship, and are under the control of the person in charge of the ship whilst the towage or assistance services are being performed, and the owners of the ship shall be responsible for any damage the tug may sustain during the performance of the service.

2. The Company's printed form of towage requisition must be signed by the Master of the vessel, and deposited either at the Dock Office, Manchester, the Company's Office at Runcorn, or at the Liverpool Call Office, 18A, Chapel Street, at least twelve hours before tug is required, and not later than 5.0 p.m.

3. Upon receipt of the signed Towage requisition (for copy of which see next page), the Company will endeavour to supply towage power at the time required, but cannot guarantee to have tugs always at liberty, and will not be responsible for delay from any cause.

4. When tugs are in attendance at the time ordered and ship is not ready to proceed, a charge will be made for the time occupied in waiting if the tugs remain, or an equivalent charge if the tugs are ordered off to other employment.

E. LATIMER,
General Superintendent.

DOCK OFFICE,
July 16th, 1900.

49.

Year.	No. of Vessels.	Under 500 Tons Net Register.	Over 500 and Under 1,000.	Over 1,000 and Under 2,000.	Over 2,000 and Under 4,000.	Over 4,000.
1894 - -	1,470	1,185	203	82	—	—
1895 - -	1,982	1,481	325	147	29	—
1896 - -	2,387	1,814	334	207	32	—
1897 - -	2,271	1,664	349	213	45	—
1898 - -	2,744	2,047	371	263	63	—
1899 - -	2,709	1,956	386	264	102	1

The Ship Canal was opened for traffic January 1st, 1894.
The above table includes only vessels carrying cargo upon which Ship Canal toll was paid. Other vessels entered the Port carrying cargo upon which no toll was payable, but of these there is no record.

50. The following is a List of Vessels of over 2,000 tons burthen which arrived at the Manchester Docks during the week ending 18th June 1900, and commenced Discharging within that week. The Statement also shows the actual time and date of final Discharge of each Vessel. It should be observed that this does not represent the entire Work of the Port in Discharging Vessels during that Week, as there were Vessels of a Less Tonnage Burthen being Discharged at the same Time, and also Vessels of a similar Burthen to those shown on the List which had Arrived and were partially Discharged during the preceding Week.

Name.	Net Registered Tonnage.	Arrival at Manchester Docks.		Cargo.		Discharge.		Total Number of Hours Worked.	Hours of Overtime included in preceding Column.
		Date.	Time.	Description.	Weight.	Began.	Finished.		
	Tons.				*Tons.*				
Manchester Importer"	2,538	12 June 1900	11 a.m.	General	669	12 June (1 p.m.)	16 June (4.30 p.m.)	48½	8½
				Grain	2,629				
				Timber	955				
				Total Weight	4,253				
'Labuan"	2,294	13 June „	4.30 p.m.	Timber	4,529	14 June (8 a.m.)	22 June (5 p.m.)	87	17
Pharsalia"	2,281	18 June „	8 a.m.	Timber	4,246	18 June (8.30 a.m.)	28 June (4 p.m.)	92½	6
Manchester Trader"	2,138	18 June „	10 a.m.	General	1,211	18 June (1 p.m.)	21 June (1.30 a.m.)	65	26½
				Grain	1,461				
				Timber	402				
				Total Weight	3,074				
Beacon Light" (Tank Steamer)	2,104	15 June „	9.30 p.m.	Oil in bulk	3,851	15 June (11.25 p.m.)	17 June (10.40 a.m.)		—
(Discharged by pumping direct from vessel into Oil Tank).									

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Miscellaneous. Appendix No. 15—continued.

51. The ordinary hours allowed by Her Majesty's Customs for the landing of goods from Import vessels at the Manchester Docks are as follows:—

In respect of Free Goods from 6 a.m. to 6 p.m. all the year round.

In respect of Dutiable Goods from 8 a.m. to 4 p.m. during the summer months and from 9 a.m. to 4 p.m. during the winter months, *i.e.*, November, December, January, and February.

Upon special application, however, the Customs allow either Free or Dutiable Goods to be landed after Customs closing hours subject to the payment of overtime for the attendance of their officials, which is payable either by the shipowner or by the importer of the goods.

The hours of the Customs officials do not regulate the working hours of labour at the Docks. These have been fixed by the Company, and are from 8 a.m. to 6 p.m., except Saturdays, when closing time is 5 p.m. Overtime is made, when requisitioned, between the hours of 6 p.m. and 8 a.m. (Saturdays after 5 p.m. to midnight), subject to payment for the service at overtime rates. If the Company are asked to load or discharge continuously during night and day the night's work commences at 7 p.m. and terminates at 6 a.m. the following morning, the service being paid for at the overtime rates.

Where the Company are asked to load or discharge foreign vessels on Sundays, Christmas Day, Good Friday, and Bank or special Holidays, double the overtime rate is charged for the service, and the permission of the Customs for the loading or discharging has to be previously obtained.

The handling of free goods on the Docks after they have been examined by the Customs officials is done by the Company after official hours without application to the Custom's authorities.

52. In consequence of the development of trade powers have been obtained in an Act of Parliament passed last Session to acquire about 150 acres of land adjoining the Canal and Docks at Manchester, which will be utilized for the provision of additional dock, railway, and storage accommodation.

Some of the works are now in hand, but the large scheme cannot be commenced until possession of the land has been obtained at the end of 1901

Sums Received and Expended on Revenue Account during the Years 1894 (when the Canal was opened for Traffic) to 1899

Year.	RECEIPTS (other than from Loans).									EXPENDITURE (Not Defrayed out of Loans).												LOAN TRANSACTIONS.				
	Import and Export Tonnage or Ballast Rates or Dues.	All other Rates, Tolls, and Dues.	Rents and Profits of Property, including Dividends.	Fees, Fines and Penalties.	Sale of Materials.	From other Local Authorities.	Interest and Dividends on Sinking Funds.	Other Receipts.	Total.	Making, Maintaining, and Repairing Works.	Purchase of Land.	Life-boats and Life-saving Apparatus.	Lighting.	Principal Repaid.	Interest.	Payments to Sinking Funds.	Salaries	Establishment Charges.	Parliamentary and Legal Expenses,	Payments to other Local Authorities.	Other Payments.	Total.	Loans raised during the Year.	Expended out of Loans during the Year.	Loans outstanding at the end of the Year.	Sinking Funds. Taken out of the Funds and applied to the Repayment of Principal.	Sinking Funds. Remaining in the Funds at the end of the Year.
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	27.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1894	3,705	85,193	5,749	1,014	—	—	—	61,294	156,955	(a) —	—	—	2,463	—	307,639	—	10,319	13,477	578	—	51,239	385,715	506,500	485,486	7,407,000	—	—
1895	3,303	123,244	7,942	715	—	—	—	66,504	201,708	(b) 20,915	—	—	2,383	—	321,250	—	13,589	17,539	1,867	—	59,036	436,609	—	268,069	7,407,000	—	—
1896	4,848	160,699	13,038	637	—	—	—	57,983	236,705	72,993	—	—	2,247	—	314,485	—	16,224	19,121	3,127	—	68,554	496,751	—	67,349	7,407,000	—	—
1897	3,502	177,453	17,786	489	—	—	—	48,601	247,831	62,877	—	—	2,371	—	314,485	—	18,737	19,980	3,126	—	79,459	501,035	—	Cr. 6,625	7,407,000	—	—
1898	4,427	204,174	19,937	341	—	—	—	51,701	280,580	62,410	—	—	1,951	—	314,485	—	20,998	20,842	1,372	—	69,324	491,382	50,000	20,499	7,457,000	—	—
1899	4,158	231,737	22,215	407	—	—	—	52,680	311,197	61,757	—	—	2,212	—	316,485	—	23,473	22,068	1,614	—	80,041	507,650	—	65,767	7,457,000	—	—

(a) Year 1894.—Maintenance and Repairs charged to Capital Account.

(b) Year 1895.—Dredging charged to Capital Account.

Miscellaneous. Appendix.

No. 16.

16. Replies of the Tyne Improvement Commissioners.

(The numbers of the Answers correspond to those in the List of Questions. See Appendix 7.)

1. (*a*) Distance from Albert Edward Dock to the Pier Heads at the entrance to the Tyne, about 2⅔ miles.

(*b*) From Northumberland Dock, about 3¼ miles.

(*c*) From Tyne Dock, about 3 miles.

Note.—The two first-named docks belong to the Tyne Improvement Commissioners. The last-named dock belongs to the North Eastern Railway Company.

2. Access from the sea is by the River Tyne. The minimum width of channel between the sea and the docks, 400 feet. The minimum depth, 25 feet at low water of spring tides.

3. About 15 feet at ordinary spring tides. About 8 feet at neap tides.

4. Northumberland Dock.—Main entrance (Basin), 500 feet long, 70 feet wide, 9 feet deep at low water ordinary spring tides. Lock entrance, 250 feet long, 52 feet wide, 9 feet deep at low water ordinary spring tides.

Albert Edward Dock.—Main entrance, 80 feet wide, 15 feet deep at low water ordinary spring tides. Lock entrance, 350 feet long, 60 feet wide, 15 feet deep at inner gates, and 21 feet deep at outer gates at low water ordinary spring tides.

Tyne Dock:—

60 feet entrance, 300 feet long, 60 feet wide, 9 feet deep
80 „ „ 60 „ „ 80 „ „ 9 „ „
70 „ „ 60 „ „ 70 „ „ 16 „ „
} at low water ordinary spring tides.

5. There are no locks other than the Entrance Lock to the Tyne Dock, which is 300 feet long.

6. There are three wet docks on the Tyne, viz.:—

"Tyne Dock," belonging to the North Eastern Railway Company, containing:—

Land area	140 acres.
Water area	50 „
Tidal basin	10 „

"Northumberland Dock," belonging to the Tyne Improvement Commissioners, containing:—

Land area	116 acres.
Water area	55 „
Entrance basin	2½

"Albert Edward Dock," belonging to the Tyne Improvement Commissioners, containing:—

Land area	157 acres.
Water area	24 „
Tidal basin	2¾ „

7. Northumberland Dock: Length of Quays, 420 feet.

Albert Edward Dock: Length of Quays about 3,910 feet.

Tyne Dock: Quays in dock about 5,300 feet; berthage at coal spouts about 4,000 feet; river front and tidal basin about 1,600 feet.

In River.

Newcastle Corporation Quay	Length about 4,350 feet.
Tynemouth Corporation Quay	„ „ 2,200 „
South Shields Corporation Quay	„ „ 600 „
Gateshead Corporation Quay	„ „ 740 „
Jarrow Corporation Quay (No. 1)	„ „ 150 „
Do. do. do. (No. 2)	„ „ 250 „

Note.—Besides the foregoing there are numerous quays and wharves on both banks of the river owned by private individuals.

8. Northumberland Dock.—Average width of quay space, 150 feet.

Albert Edward Dock.—Average width of quay space, 120 feet.

Tyne Dock.—Average width of quay space about 100 feet.

9. (*a*) None of the graving docks on the Tyne are approached through wet docks.

(*b*) Adjoining Tyne Dock (South Shields) there are three graving docks owned by Smith's Docks Company, Limited, and one owned by Messrs. J. Readhead and Sons.

(*c*) Adjoining Albert Edward Dock (at North Shields), which belongs to the Tyne Improvement Commissioners, there are two pontoon docks and three graving docks owned by Smith's Docks Company, Limited.

The graving and pontoon docks on the Tyne are as follows :—

LIST of DRY DOCKS and PONTOONS on the River TYNE, with Dimensions.

NAME OF DOCK.	Length.	Breadth.	Depth on Sill.
	Ft. in.	Ft. in.	H.W.O.S.T. Ft. in.
Mr. T. Young, North Shields	182 0	40 0	16 0
Smith's Docks Company, Limited, North Shields, No. 4	367 0	52 0	20 0
Do. Do. Do. No. 5	360 0	51 0	22 0
Do. Do. Do. No. 6	300 0	60 0	16 0
Do. Do. Do. No. 7 Pontoon	335 0	48 5	18 0
Do. Do. Do. No. 8 Do.	430 0	56 0	19 0
The Wallsend Slipway and Engineering Company, Wallsend	540 0	66 0	25 0
The Tyne Pontoons and Dry Dock Company, Wallsend	550 0	76 0	26 0
Do. Do. Do. No. 1 Pontoon	350 0	51 0	19 0
Do. Do. Do. No. 2 Do.	350 0	55 6	19 0
Messrs. Hepple & Co., South Shields, No. 1 Pontoon	120 0	34 6	12 0
Do. Do. No. 2 Do. *	135 0	26 0	18 6
Do. Do. No. 3 Do. *	115 0	37 0	18 6
The Tyne Dock Engineering Company, South Shields, No. 1	315 0	45 0	16 6
Do. Do. Do. No. 2	280 0	46 0	18 6
Messrs. Thos. Moralee & Co., South Shields	228 0	43 0	17 0
The Middle Docks & Engineering Company, South Shields, No. 1	329 0	50 0	21 0
Do. Do. Do. No. 2	297 0	44 0	20 0
Messrs. John Readhead & Sons, South Shields	329 6	48 0	23 6
Smith's Docks Co., Limited, South Shields, No. 1	325 0	46 9	18 0
Do. Do. Do. No. 2	305 0	40 0	15 0
Do. Do. Do. No. 3	430 0	45 9	22 0
The Mercantile Dry Dock, Jarrow, No. 1	350 0	60 0	21 0
Do. Do. Do. No. 2	350 0	50 0	19 6
R. Stephenson & Co., Limited, Hebburn †	700 0	90 0	28 6
Messrs. Palmer's Dry Dock, Jarrow	440 0	70 0	18 0
Messrs. R. & W. Hawthorn, Leslie & Co., Hebburn	424 0	68 0	19 0

* These two docks are being constructed, and will be finished at the end of the year.
† This dock is in course of construction.

10. See Answer 9.

11. The dry docks belong to private firms and companies. (*See* Answers 9 and 10.)

12. The graving docks are owned by private individuals. Charges for their use matter of agreement between shipowners and dock owners. (*See* Answer 9.)

13. Yes. (*See* Answer 12.)

14. The limits of the jurisdiction of the Tyne Improvement Commissioners as defined by the Tyne Improvement Acts, 1850 to 1898, extend from Hedwin Streams to the outermost ends of the Tyne Piers, a distance of about 19½ miles, and comprise all streams, havens, creeks, bays, inlets, and docks within the flow and reflow of the tide.

Miscellaneous. Appendix. No. 16—continued.

15. The railways belonging to :—

The North Eastern Railway Company,
The Cramlington Coal Company, Ltd.,
The Owners of Backworth Collieries.,
The East Holywell Coal Company, Ltd.,
The Seaton Delaval Coal Company, Ltd.,
The Seaton Burn Coal Company, Ltd.,

connect with the railways and dock system of the Tyne Improvement Commissioners.

The whole of the railways within the Commissioners' Dock Estate belong to themselves.

16. The railways round the Tyne Improvement Commissioners' Docks and Quays are worked by the Commissioners. By arrangement with the Commissioners the locomotives and wagons belonging to the North Eastern Railway Company, the Cramlington Coal Company, Limited, the owners of Backworth Collieries, the East Holywell Coal Company, Limited, and the Seaton Delaval Coal Company, Limited, are allowed to run over these railways, and to deliver and take traffic from certain points within the Dock Estate.

For the use of the railways, &c., of the Commissioners, and for terminal accommodation and services given by the Commissioners in connection with the traffic, they are paid by the respective companies certain charges.

The railways round the Tyne Dock are worked by the North Eastern Railway Company, who receive terminal charges.

17. Public roads connect the Tyne Commissioners' Docks with the surrounding district. There is besides a ferry landing belonging to the Tyne Improvement Commissioners at Whitehill Point (between Northumberland Dock and Albert Edward Dock), and a ferry landing at Northumberland Dock belonging to the Tyne General Ferry Company.

At the Tyne Dock there is communication by public roads at several points, and there is a ferry landing belonging to the Tyne General Ferry Company, who provide communication with all parts of the River Tyne.

18. Under certain terms and conditions the Commissioners let portions of their Dock Estate to independent persons and companies for the purpose of erecting saw-mills, repairing shops, creosoting and other works, storage of timber, &c.

The North Eastern Railway Company let on the Tyne Dock Estate land for the erection of works of various kinds and for the storage of goods. There are no "lay-byes."

19. The Tyne Improvement Commission, as now constituted, consists of 33 members, ultimately to be reduced to 32, who are appointed as under, viz. :—

			Members.
By the Tyne Improvement Act, 1850—			
One Life Commissioner named in Act (no successor)			1
Two Life Commissioners appointed by the Board of Trade			2
			— 3
Elected annually by the Corporation of—			
Newcastle			6
Gateshead			2
Tynemouth			3
South Shields			3
By the Tyne Improvement Act, 1886—			
Elected annually by the Corporation of :			
Jarrow			1
			—15
By The Tyne Improvement Acts, 1875 and 1898 :—			
Elected triennially by Dues Payers, viz. :			
	Act 1875.	Act 1898.	
Coal Owners	2	3	5
Shipowners	2	3	5
Traders	2	3	5
			—15
			33

The changes since 1884 have been the addition of the following :—

Under the Tyne Improvement Act, 1886—

One member to represent the Corporation of Jarrow.

Under the Tyne Improvement Act, 1898—

Nine additional members to represent the Dues Payers, viz. :

Coal Owners, 3 ; Shipowners, 3 ; Traders, 3.

The Dock Authority for the Tyne Dock is the North Eastern Railway Company

Miscellaneous Appendix. No. 16—continued.

20. Staff employed by the Tyne Improvement Commissioners :

	Present Number.
Secretary, Assistant Secretary, Cashiers, Bookkeepers, Collectors of Dues, and Clerks	35
Engineer and Assistants and Clerks	39
Engineer's Workmen	1,357
Dock Superintendent and Clerks	23
Dock Master and Assistants	7
Dock Workmen	274
Dock Police	8
Harbour Master and Assistants	17
Police Superintendent and Constables	32
Ferry Superintendent and Men	63
	1,855

At the Tyne Dock the permanent staff (exclusive of staff in engineers and police departments) employed by the North Eastern Railway Company is as follows :—

	Present Number.
Dock Superintendent and Clerks	34
Dock Masters and Assistants	3
Staithmasters and Assistants	11
Dock Workmen	165
	213

Casual and contract labour employed by company as required.

21. At their Northumberland and Albert Edward Docks the Tyne Improvement Commissioners employ contractors to load and unload general merchandise to and from vessels when the work is not performed by the merchants and shipowners.

For the shipment of coal and coke into vessels at Albert Edward Dock, and at their river staiths at Whitehill Point, the Commissioners provide the labour.

At Northumberland Dock, the Coal Shipping Staiths belong to the North Eastern Railway Company, and to colliery owners, who provide their own labour.

At the Tyne Dock the North Eastern Railway Company employ contractors to load and unload general merchandise to and from vessels, except where the work is performed by the merchant or shipowners' men. Coal is shipped by the North Eastern Railway Company's own men.

22. The obligations and powers relating to Tyne Dock are contained in the Tyne Docks Act, 1847, the Jarrow Dock and Railway Act, 1854, the North Eastern Railway Additional Powers Act, 1874, and the North Eastern Railway Act, 1891. For the Commissioners' Docks, Section 42 of the Tyne Improvement Act, 1852, and Section 4 of the Tyne Improvement Act, 1872.

23. The Commissioners have no power to sell or mortgage their Dock Estate.

Under the Tyne Improvement Act, 1857 (Section 17), the Commissioners have power to mortgage, and under Section 18 of that Act to sell certain property situated at Howdon-on-Tyne taken over by them under the Tyne Improvement Acts, 1850 and 1857.

See Sections 127 and 128 of the Lands Clauses Consolidation Act, 1845, and Sections 35 and 73 of the Tyne Improvement Act, 1897.

See Answer 22 so far as Tyne Dock is concerned.

24. (*a*) The Tyne Pilotage Commissioners. Pilotage not compulsory.

(*b*) The Rates of Pilotage are as follows :—

RATES AND CONDITIONS OF PILOTAGE.

For the purposes of the following tariff the River Tyne is divided into four sections, viz. :—

1.—From sea to and bounded by an imaginary line drawn from Jarrow Quay Corner to the western boundary of the Northumberland Dock.

2.—From the last mentioned imaginary line to and bounded by an imaginary line drawn from Bill point due south-east true to the South Shore.

3.—From the last mentioned imaginary line up to and bounded by the east side of Newcastle Swing Bridge.

4.—From the east side of Newcastle Swing Bridge westwards so as to include the remaining navigable portion of the river.

The following Pilotage rates shall be paid for every foot of water which any ship or vessel shall draw, viz. :—

	From 1st April to 30th Sept., both inclusive.	From 1st Oct. to 31st March, both inclusive.
	Per Foot.	Per Foot.
	s. *d.*	*s.* *d.*
Sea to Section 1 or the reverse	1 –	1 6
Sea to Section 2 or the reverse	2 –	2 3
Sea to Section 3 or the reverse	2 6	2 9
Sea to Section 4 or the reverse	3 –	3 3
From Section 1 to Section 2 or the reverse	1 –	1 –
From Section 1 to Section 3 or the reverse	1 6	1 6
From Section 1 to Section 4 or the reverse	2 –	2 –
From Section 2 to Section 3 or the reverse	1 –	1 –
From Section 2 to Section 4 or the reverse	1 6	1 6
From Section 3 to Section 4 or the reverse	1 –	1 –

The above rates shall apply to cases where vessels are piloted from any part of one section into any part of another section, and any part of a foot not being greater than half a foot will be charged as half a foot, and if more than half a foot will be charged as a foot.

Miscellaneous Appendix.

No. 16—continued.

Tonnage charge on vessels exceeding 500 tons.

Vessels exceeding 500 tons net register shall also pay one farthing per ton on the excess of such tonnage above 500 tons for pilotage from sea to any part of section 1 and the reverse, and one farthing per ton extra for pilotage from Section 1 to any part of the river west of Section 1 and the reverse, but in no case shall this extra tonnage rate be paid more than once inwards and once outwards on each occasion of a vessel entering and leaving the port. The pilot first in charge of a vessel inward or outward bound shall be entitled to the benefit of this bye-law although such vessel does not on the first occasion of pilotage reach her final destination inwards or proceed to sea.

No additional remuneration in certain cases.

In the cases of vessels bound from or to sea, and unable from any cause to reach their destinations or proceed to sea the same tide, pilots must if required attend the following tide to dock or berth such vessels or take them to sea as the case may require without any additional remuneration. Vessels requiring pilots and bound from any part of the river and which have proceeded direct to sea must pay pilotage to sea.

Half pilotage in certain cases.

When any vessel at sea inward bound to the river Tyne shall arrive within the limits of the pilotage district of the Tyne without a pilot of the Tyne on board, the pilot who first offers his services thereafter shall, although such services be refused by the Master or other person having the charge and control of the vessel, be entitled to receive one-half of the pilotoge dues for the pilotage inwards of such vessel, in case the master or other person having the charge or control of such vessel shall after such refusal employ any other pilot to pilot such vessel inwards into the Tyne. Such inward pilotage shall be so divided, notwithstanding that the pilot actually employed was not informed that a pilot had previously offered his services as aforesaid. Provided that no pilot shall be entitled to such share of the inward pilotage of more than one inward-bound vessel refusing his services within 12 hours from the first offer of refusal.

A pilot engaged in general terms at sea who pilots a vessel into the harbour, but is there superseded by another pilot, shall be entitled to receive in addition to the pilotage from the sea into the harbour, half of the further pilotage to her destination.

Pilot entitled to inward pilotage if vessel does not employ him on his responding to authorised signals.

When a vessel at sea bound into the Tyne shows one or more authorised signals for a pilot and does not employ a pilot responding thereto, the inward pilotage of such vessel into Shields harbour shall be payable to such pilot.

The Tyne Pilotage Commissioners constitute the Pilotage Board, the members of which are appointed by:—

	Members.
The Board of Trade	2
The Tyne Improvement Commissioners	2
The Sea Pilots of the Tyne and the Pilots licensed for any part of the River Tyne or the entrances thereof	2
The Registered Shipowners of Newcastle-upon-Tyne	2
The Registered Shipowners of North Shields	2
The Registered Shipowners of South Shields	2
The Master, Pilots, and Seamen of the Trinity House of Newcastle-upon-Tyne	5
Total	17

(*See* Section 16 and Section 2 of the Tyne Pilotage Order Confirmation Act, 1865.)

(*c*) Tyne Improvement Commissioners. (*See* Answer 25.)

25. By the Tyne Improvement Commissioners, who provide dredging plant for the dredging and maintenance o the navigable channel of the river. The cost is charged on the Tyne Consolidated Fund of the Commission. (*Se* pages 1, 3, 16 and 25 of Printed Accounts for 1899.)

26. The annual cost varies.

The cost of maintenance dredging of the Commissioners' Northumberland Dock during the year 1899 charged against revenue was £781 16*s.* 5*d.*, and of the Albert Edward Dock, £320 7*s.* 1*d.*

The cost of maintenance dredging in the river in 1899 charged to revenue account was £36,000.

The cost of dredging for the improvement of the river in the same year charged to capital account was £15,165 10*s.* 5*d.* (*See* pages 1 and 3 of Printed Accounts.)

The Commissioners have at the present time five dredgers, excluding smaller craft such as spoonbag and grab dredgers. (*See* page 35 of Printed Accounts.)

The dredgers have not been measured for tonnage, but on page 26 of the printed accounts will be seen a statement showing the quantity of material raised by each dredger each year.

The dredged material, where not used on the works of the Commissioners, is taken by the Commissioners' own hoppers and deposited at sea outside a limit of three miles of any point on the shore between St. Mary's Island, Souter Point, or of the ends of the Tyne Piers, and in not less than 20 fathoms at low water.

The minimum distance which this material is carried is about 3½ miles, and the maximum at present about 20 miles.

(*See* Sections 42 and 43, River Tyne Improvement Act, 1850.)
(„ 34 the Tyne Improvement Act, 1857.)
(„ 12 Tyne Improvement Act, 1886.)
(„ Copy of Bye-Laws, page 21.)

NOTE.—The tonnage of material raised by the Commissioners' dredgers includes the quantity raised at the request of private firms in front of their quays and works, the cost of which is paid by them, and is not included in the amounts set out above.

Information not received so far as Tyne Dock is concerned.

27. The public moorings buoys in the river are placed and maintained by the Tyne Improvement Commissioners. The cost is met out of the River Moorings Fund. (*See* page 1 of printed accounts and Section 37 of the Tyne Improvement Act, 1852.)

The land and property abutting on the river belongs principally to private owners, who are expected to maintain their respective frontages.

The Tyne Improvement Commissioners also maintain the harbour, buoys, and beacons (*see* page 1 of printed accounts and Section 8 of the Tyne Improvement Act, 1872, and Section 8 of the Tyne improvement Act, 1886.)

Miscellaneous Appendix.

No. 16—continued.

The following statement shows cost of maintaining river moorings and of harbour buoys and beacons for the last 10 years :—

STATEMENT showing the COST for the last Ten Years for MAINTENANCE of MOORINGS and MAINTENANCE of BUOYS and BEACONS.

Years.	Maintenance of Moorings.	Maintenance of Buoys and Beacons	Total.
	£ s. d.	£ s. d.	£ s. d.
1890 - - -	2,677 11 11	252 16 2	2,930 8 1
1891 - - -	4,139 9 3	183 3 3	4,322 12 6
1892 - - -	1,962 10 7	168 19 7	2,131 10 2
1893 - - -	1,165 - 3	156 9 1	1,321 9 4
1894 - - -	1,246 3 8	180 11 7	1,426 15 3
1895 - - -	1,424 9 -	258 6 7	1,682 15 7
1896 - - -	630 - 1	235 18 8	865 18 9
1897 - - -	1,412 12 8	334 8 8	1,747 1 4
1898 - - -	1,269 11 4	298 - 8	1,567 12 -
1899 - - -	1,786 11 6	177 15 8	1,964 7 2
£	17,714 - 3	2,246 9 11	19,960 10 2

28. The Harbours, Docks, and Piers Clauses Act, 1847.
The Tyne Improvement Acts, 1850 to 1898.
Act 10, Geo. IV., cap. 98 (1829). The Tyne Direct Ferry Company Act, 1848.
Tyne General Ferry Act, 1862.
Petroleum Act, 1871.
Explosives Act, 1875.

See Copies of the following bye-laws made by the Tyne Improvement Commissioners, viz. :—
1. General Bye-laws, dated 14th August, 1884.
2. Ferries Bye-laws, dated 14th December, 1882.
3. Petroleum Bye-laws, dated 16th November, 1871.
4. Explosives Bye-laws, dated 20th November, 1884.
5. Newcastle Bridge Rules and Regulations, dated 11th July, 1895.

29. The Tyne Improvement Commissioners' Northumberland and Albert Edward Docks are at present lighted by gas.

Tyne Dock is lighted by electricity and gas.

Goods are discharged at night when necessary.

30. The cranes at the Commissioners' Docks are :—

Number.	Lifting Power.	How worked.	Number.	Lifting Power.	How worked.
3	30 cwt. each - -	Hydraulic power.	1	23 tons each - -	Hydraulic power.
4	2 tons ,, - -	Do.	8	3 ,, ,, - -	Steam power.
1	3 ,, ,, - -	Do.	1	6 ,, ,, - -	Do.
1	5 ,, ,, - -	Do.	1	8 ,, ,, - -	Do.
1	10 ,, ,, - -	Do.			

In the grain warehouse at the Albert Edward Dock there are nine hydraulic hoists—six capable of lifting 4½ cwts. each, and three capable of lifting 25 cwts. each, and on the bench inside of the grain warehouse six hydraulic cranes capable of lifting 25 cwts. each, and two capable of lifting 40 cwts. each.

Tyne Dock :—

ON QUAYS.

Number.	Lifting Power.	How worked.	Number.	Lifting Power.	How worked.
1	1½ tons - - -	Steam power.	9	30 cwts. each - -	Hydraulic power.
2	2 ,, each - -	Do.	7	35 ,, ,, - -	Do.
8	3 ,, ,, - -	Do.	1	3 tons - - -	Hand power.
3	5 ,, ,, - -	Do.	1	5 ,, - - -	Do.
2	6 ,, ,, - -	Do.	1	10 ,, - - -	Do.
1	10 ,, ,, - -	Do.			

IN WAREHOUSE.

Number.	Lifting Power.	How worked.
1	2 tons - - - -	Hydraulic power.
13	1 ton each - - -	Do.
22	Hoists - - - -	Do.

Miscellaneous Appendix.

No. 16—continued.

31. No sheer-legs at the Commissioners' or Tyne Docks. One hydraulic crane capable of lifting 23 tons (*see* answer 30).

32. Coal is loaded into vessels from coal staiths in Northumberland Dock, Albert Edward Dock, and in the River at Whitehill Point, also by means of a 23-ton crane at Albert Edward Dock.

Coal is also shipped at staiths in Tyne Dock and in the River at Dunston belonging to the North Eastern Railway Company.

There are in addition to the above a large number of coal shipping staiths in the river belonging to colliery owners and companies.

At the Tyne Dock there are four coal jetties, three of which have 10 spouts each, and the other eight spouts, altogether 38.

33. At the Commissioners' warehouse at Albert Edward Dock, grain is stored. Elevators are not used. Grain is loaded into and unloaded from vessels in sacks by means of steam and hydraulic cranes. Inside the warehouse the sacks are raised to and lowered from the different floors by hydraulic hoists.

The charges in respect of grain and flour are as follows:—

CHARGES ON GRAIN AND FLOUR AT ALBERT EDWARD DOCK.

GRAIN.	Per Last. s.	d.
Wharfage	–	5
Laborage, &c.—		
Ex Ship Direct:—		
Filling, Landing, Weighing, Twine, and Delivering to Rail	1	6
Filling, Landing, Weighing, Twine, and Delivering to Craft	1	10
Filling, Landing, Weighing and Housing	2	6
Filling, Landing, and Housing on Ground Floor, in Bags, for a period of Ten days, including delivery	2	10
If Forwarding Orders are not received within Ten days the Grain will be lofted in bulk at the ordinary rates.		
Ex Warehouse in Bulk or Bags:—		
Filling, Weighing, and Delivering to Rail	1	6
Filling, Weighing, and Delivering to Craft	1	10
Turning each time	–	2½
Overturning from R.T.C. sacks to Owner's sacks, and Delivering to Rail without weighing	1	6
Do. - do. to Craft without weighing	1	11
Winnowing by ordinary machine		
Filling, Weighing, and Restoring on same floor	1	8
Weighing and Restoring on same floor	1	6
Rent Per Week. From date of Storing	–	2½
Samples:—		
Samples taken from Grain in Warehouse 6*d.* each	–	–
Speared Samples taken from Cargoes, charged according to time occupied.		

[FLOUR AND OATMEAL.	Per Ton. s.	d.
Wharfage	–	6
Laborage, &c.:—		
Landing and Delivering to Rail direct	–	8
,, ,, to Craft ,,	–	8
Landing and Storing	–	10
Rent per Week	–	3
Delivery from Stock to Rail	–	8
,, ,, ,, to Craft	1	1
The term "Ex Ship" does not include any Expenses incurred for Labour on board, and hoisting from the ship.		
Warrant and Stamp — *Each*	1	3
Enquiries as to Rates and Charges at the Northumberland and Albert Edward Docks to be addressed to the Docks Superintendent, Mr. W. B. Emmerson, Northumberland Dock, by Percy Main.		
September, 1888.		

The following are particulars of warehouses at Newcastle belonging to the Newcastle-upon-Tyne Grain and General Warehousing Company.

The Newcastle-upon-Tyne Grain and General Warehousing Company have a warehouse of seven storeys on the quay at Newcastle-upon-Tyne and have in connection therewith two steam cranes on the quay, five hydraulic cranes on a raised platform (40 feet high) on the quay, two elevators and one ship's elevator and three covered-in gangways running from the raised platform to their warehouse, and inside the warehouse they have also two elevators for distributing the grain to the different floors.

The warehouse has storage capacity for 100,000 quarters of grain.

The following is the method of working:—

Grain in sacks for delivery to carts is lifted from the ship on to the quay by the steam $\frac{\text{and}}{\text{or}}$ hydrauli cranes, weighed on the Company's machines placed on the quay, and delivered to the carts.

Grain in sacks to be loaded into railway wagons is lifted from the ship by the hydraulic cranes on to the raised platform, then wheeled along the covered-in gangway to the warehouse, weighed on machines placed at the warehouse end of the gangway, and lowered by hydraulic hoist to the ground floor of the warehouse and put into railway wagons.

Flour, meal, &c., in sacks is lifted by the hydraulic cranes on to the raised platform, wheeled along the covered-in gangway to warehouse, and there stored.

Grain in bulk to be stored in the warehouse is discharged from the ship by the following methods, viz. :—

Drawn up through the ship's elevator on to band machinery (placed on the raised platform) aud carried thereon to elevator in warehouse, and by it distributed into different parts of the warehouse.

Put into sacks in the hold of the ship, lifted by the hydraulic cranes on to the raised platform, where the grain is then emptied from the sacks on to the band machinery and carried thereon to the elevator inside the warehouse for distribution in the warehouse.

Put into sacks in the hold of the ship, lifted by the hydraulic $\frac{\text{and}}{\text{or}}$ steam cranes on to the quay, where the grain is placed in elevators and lifted to the raised platform on to the band machinery and carried thereon to the elevator inside the warehouse for distribution in the warehouse.

At the Tyne Dock elevators are not used. Grain is landed in sacks by crane and lifted in the warehouses by hydraulic hoists.

34. The steam and hydraulic cranes previously described are available for lifting grain in sacks and general goods from the holds of ships into the grain warehouse, railway trucks, or river craft, but not into carts, there being no access for carts to the dock quays.

35. There are at the Tyne Improvement Commissioners' Docks eight sheds of various dimensions provided for the storage of timber. Four additional sheds are at present in course of construction. Large quantities of timber are stored in the open on the Commissioners' Dock Estate and also at the Commissioners' Timber Ponds (about 80 acres in extent) on the opposite side of the river at Jarrow Slake.

Timber is also stored at Tyne Dock and at other places on the banks of the river.

Mineral oils are stored by private companies in large tanks at South Shields.

There are no cold air stores or lairages for live stock on the Commissioners' Estate.

The following statement gives particulars with regard to cold air stores and lairages for live stock on the Tyne :—

List of Cattle Lairs and Ice Making and Cold Stores, Newcastle and North Shields.

Name of Owner.	Size.	Remarks.
Northern Counties Ice-making and Cold Stores Company, Quayside, Newcastle.	320 feet long.	These stores are in the basement of the Newcastle Grain Warehouse Company's premises, Quayside, consisting of eight chambers, in seven of which 4,000 carcases of sheep can be stored, and 250 tons of ice manufactured per week.
Compania Sansinena de Carnes Congeladas Cold Store, Close, Newcastle.	150 feet long. 1 floor.	In buildings belonging to the Newcastle Corporation, and used for the private cold air storage of frozen meat.
Northern Counties Ice-Making and Cold Stores Company, Fish Quay, North Shields.	110 feet by 36 feet. 2 floors.	Is capable of manufacturing 300 tons of ice per week, and has a storage capacity of 450 tons of ice.
Lairage.		
Newcastle Corporation Cattle Sanatorium, St. Lawrence, Newcastle.	110 feet by 36 feet. 2 floors.	Has accommodation for 1,450 head of cattle and 1,000 sheep at one time.

At the Tyne Dock the bulk of the timber traffic is mining timber, and is stored in the open; finer kinds of timber are stored under cover. There is no storage for mineral oils, no cold air stores, and no lairs for live stock.

36. The Tyne Improvement Commissioners have at present—

One warehouse for grain and general merchandise at Albert Edward Dock, 200 feet long by 100 feet wide, with cellars; ground floor, 18 feet high; four floors above, each about 9 feet high; and a top floor, 11 feet high.

Two warehouses at Northumberland Dock, each 150 feet long by 65 feet wide and 21 feet high inside to tie beam of roof. No cellars and no upper floors.

Tyne Dock.—Two warehouses for grain and general merchandise, one 300 feet by 100 feet, and one 160 feet by 66 feet, each with cellar, ground floor, and five floors above. Eleven single storey sheds, covering an aggregate area of about 15,000 square yards.

37. The Tyne Improvement Commissioners own and maintain the warehouses on their dock estate.

There are warehouses at Tyne Dock belonging to the North-Eastern Railway Company, and at different parts of the river belonging to Corporations and private parties.

The Commissioners and the North Eastern Railway Company do not lease any warehouses.

38. The warehouses of the Commissioners have been constructed under the powers conferred upon them by the Tyne Improvement Acts. (*See* Section 21 of the Harbours, Docks and Piers Clauses Act, 1847; Section 42, Tyne Improvement Act, 1852; and Section 4 of the Tyne Improvement Act, 1872.)

Miscellaneous Appendix.

No. 16—continued.

The warehouses at the Tyne Dock have been constructed under the powers conferred by the Acts specified in the answer to Question 22.

Grain is lifted in sacks from the ship by hydraulic and steam cranes placed on the dock quay, weighed on the bench in front of the warehouse, and afterwards wheeled on to the bench inside the warehouse, from which it is hoisted on to the different floors by hydraulic hoists.

Nitrate of soda in bags is lifted by steam and hydraulic cranes placed on the dock quay, from the hold on to portable weighing machines placed on the deck of the ship, and there weighed. It is then loaded by means of the cranes on to railway wagons, which are taken into the warehouse set apart for nitrate of soda and there stored. The bags are piled in the warehouse one upon another.

Guano is dealt with in the same way as nitrate of soda.

Deals, battens and boards are discharged from steam vessels by steam and hydraulic cranes placed on the dock quay, $\frac{\text{and}}{\text{or}}$ by hand to railway wagons, and if not forwarded direct to buyers are taken to the different sheds or storage ground and there stored, the different lengths, breadths and marks of the cargo being kept separate.

Deals, battens, and boards are discharged from sailing vessels by hand by the crew of the vessel, and landed on to the dock quay, and there loaded by hand to railway wagons for stock or transit by rail.

39. No.

40. Dues are charged on all vessels using the harbour, and on all coal, coke, and goods shipped into or unshipped from such vessels.

Dock dues are charged on all vessels using the Commissioners' docks, and the river staiths connected therewith, and on all coal, coke, and goods shipped into or unshipped from such vessels therein and thereat, in addition to the harbour dues on such vessels, coal, coke and goods.

Dues on vessels and on goods, &c., are payable by the owner, as defined by Section 3 of the Tyne Improvement Act, 1890.

At the Tyne Dock dues on ships are paid by the owners of the vessels, and on goods by the owners of the goods.

See schedule of authorised rates, tolls, and charges.

41. In the case of vessels dues are charged upon the net registered tonnage.

Dues are levied on the actual tonnage of coal and coke, and on the actual tonnage or measurement of goods, according to the nature of the goods.

42. On overside cargo shipped or unshipped in the Commissioners' Docks by river craft or lighters not belonging to the Commissioners, 4*d.* per ton is levied, and on timber 3*d.* per ton.

In addition to this the ordinary river dues payable on all goods shipped or unshipped in the harbour are charged.

At the Tyne Dock on cargo shipped or unshipped overside direct from or to river crafts dues are charged as follows :—

	d.	
Coal	2	per ton.
Coke	3	„
Timber	3	„
Other goods	4	„

43. At the Commissioners' Docks a wharfage due is levied on all cargo landed on quays (but not taken into sheds), and from them deposited in lighters.

At the Tyne Dock on goods landed on quay ex ship and afterwards shipped into lighters a due is levied.

44. For keels, lighters, or other river craft entering and leaving the Commissioners' Docks for the purpose of loading or discharging minerals or merchandise 1*s.* each way when carrying 50 tons or less, and when carrying more in addition thereto 1*d.* per ton for every ton beyond 50 tons.

There are no regulations specially relating to lighters. (*See* schedule of authorised rates, tolls, dues, and charges, page 26.)

45. Traffic is also dealt with at—

Albert Edward Dock and Northumberland Dock belonging to the Tyne Improvement Commissioners.

Tyne Dock, belonging to the North Eastern Railway Company.

Dunston Coal Shipping staiths, belonging to the North Eastern Railway Company.

Several coal shipping staiths and quays, belonging to private firms.

Quays belonging to the various municipal corporations.

46. No.

47. Under the following section of the Tyne Improvement Act, 1859, the vessels referred to are exempted from payment of ordinary dues.

Section 19.—"Nothing in this Act, or in any or either of the recited Acts, contained shall extend to charge with Rates or Duties, or to regulate or subject to any control any vessel belonging to or employed in the service of Her Majesty, Her Heirs and Successors, or any member of the Royal Family, or in the service of the Customs or Excise, or of the Corporation of Trinity House of Deptford Strond, or the Commissioners of Northern Lights, being in the Port or River, or using any of the Docks, Piers, or Moorings, and not conveying goods for hire, or any Packet Boat or Post Office Packet, being a Packet Boat or Post Office Packet as defined under the provisions of any

Act relating to the Post Office, or any Post Office bag of letters conveyed by any such Packet Boat or Packet, or by any other vessel whatsoever, or any of the Officers or persons employed in the service of the Admiralty, Coast Guard, Ordnance, Customs, Excise, or Post Office, or their baggage, or any vessel or goods being under seizure by the Officers of the Revenue, or any Naval, Victualling, or Ordnance Stores, or other stores or goods for the service of, or being the property of Her Majesty, or any troops landed upon, or delivered, or disembarked from any of the Piers, Docks, or Quays of the Commissioners or their baggage; but all such vessels, officers, or persons, as aforesaid, shall have the free use of the Piers, Docks, Quays, and Moorings, without rate or charge being made for using the same: Provided always that if any person claim and take the benefit of any such exemption as aforesaid without being entitled thereto, he shall for every such offence be liable to a Penalty not exceeding Ten Pounds."

At the Tyne Dock the only vessels exempted are those specified in Section 28 of the Harbours, Docks, and Piers Act, 1847.

48. At the Northumberland and Albert Edward Docks the charges made for tug assistance given by the Commissioners' tug-boat are as follows:—

	Per tow.
On vessels on which both inward and outward dock dues are payable:	
For the first four tows	No charge.
On vessels on which Dock Dues are payable one way only:	
For the first two tows	„
For any subsequent tow after the above named, the charge is as follows:—	
On vessels below 400 registered tons	6s.
„ of 400 and under 800 registered tons	10s.
„ of 800 „ 1,200 „ „	14s.
„ upwards of 1,200 registered tons	18s.

The ordinary hours for the tug are:—

From Monday to Friday, 6 a.m. to 6 p.m.
Saturday, 6 a.m. to 4 p.m.

Overtime is charged at the rate of 10s. per hour or part of an hour for any time beyond the working hours during which the tug may be used, the minimum charge for a tow in overtime being 10s.. or the tariff rate, whichever is the higher.

Tug assistance in the river is given by owners of private tug-boats, who make their own charges.

(See printed Tariff of Rates published by the Tyne Steam Tug Towing Association).

The charge for assistance by tugs, &c. loading or discharging in the Tyne Dock are:—

	s.
Under 50 tons register	2
50 tons and under 100 tons register	4
100 „ „ 200 „	6
200 „ „ 300 „	8
300 „ „ 400 „	10
400 „ „ 500 „	12
500 „ „ 600 „	15
600 „ „ 800 „	20
800 „ „ 900 „	25
900 „ „ 1,000 „	30
1,000 „ „ 1,500 „	40
1,500 „ „ 2,000 „	60
2,000 tons and upwards	70

The ordinary working hours for the tugs are 6 a.m. on Monday to 12 midnight on Saturday.

49.—STATEMENT showing the NUMBER of VESSELS cleared outwards from the Port during the ten years ending 31st December 1899, classified as follows:—Under 500 tons; above 500 and under 1,000 tons; above 1,000 and under 2,000 tons; above 2,000 and under 4,000 tons; above 4,000 and under 6,000 tons; over 6,000 tons.

YEAR.	VESSELS.						
	Under 500 Tons Register.	500 and under 1,000 Tons Register.	1,000 and under 2,000 Tons Register.	2,000 and under 4,000 Tons Register.	4,000 and under 6,000 Tons Register.	Over 6,000 Tons Register.	TOTAL.
1890	8,297	4,653	1,021	30	–	–	14,001
1891	8,332	4,654	1,056	36	–	–	14,078
1892	7,228	4,152	954	41	–	–	12,375
1893	7,795	4,553	1,099	76	–	–	13,523
1894	8,244	4,988	1,117	72	1	–	14,422
1895	6,906	4,493	1,163	97	–	–	12,659
1896	7,498	4,536	1,179	86	–	–	13,299
1897	7,379	5,062	1,320	127	–	–	13,888
1898	7,298	5,327	1,515	119	3	–	14,262
1899	7,065	5,241	1,608	126	1	–	14,041

Miscellaneous Appendix.

No. 16 continued.

50. The steamer "Margaret Jones," 1,842 tons net register, arrived in Albert Edward Dock on the 6th July 1900, with a cargo of 3,951 tons of grain. Commenced to discharge on 9th July and finished on 19th July.

Tyne Dock :—

WEEK ENDING 5TH OCTOBER 1901.

Ship.	Came into Dock.	Commenced to Discharge.	Finished Discharging.
s.s. Menditarra - - - - - (2,803 tons Iron Ore)	October 2	October 2	October 5
s.s. Arechondo - - - - - (3,309 tons Iron Ore)	October 3	October 5	October 10
s.s. Lord Roberts - - - - (3,200 tons Grain)	October 4	October 5	October 11

51. The hours of the Custom officials in connection with the Commissioners' Docks are from 8 a.m. to 4 p.m. all the year round.

They do not regulate the working hours of labour in the Commissioners' Docks.

The ordinary hours for discharging vessels are from 6 a.m. to 6 p.m. If discharging is to be continued after 6 p.m. a special permit is obtained from the Custom House officials.

The Water Guard or River Custom House Officers visit the vessels after 6 p.m. if necessary for Custom House purposes.

The working hours of the Customs officials at the Tyne Dock are from 6 a.m. to 6 p.m. They do not regulate the working hours of labour in the docks.

52. No extensions of the existing docks have been made or new docks constructed by the Tyne Improvement Commissioners since the completion of the dock authorised by the Tyne Improvement Act, 1872, but the dock accommodation under their control is continually undergoing improvement by the provision of additional facilities to meet the requirements of trade.

CONSOLIDATED REVENUE ACCOUNT, YEAR ENDING 31ST DECEMBER 1889.

Miscellaneous Appendix.

No. 16—continued.

53. The following is a copy of the accounts and balance sheet of the Commissioners for the Year ending

Dr. CONSOLIDATED REVENUE ACCOUNT

TYNE IMPROVEMENT FUND.					
To River Tonnage Dues on Shipping carrying Cargoes—			£	s.	d.
To and from Foreign Ports	£47,422	13 3			
Ditto Coasting Ports	33,054	8 4			
			80,477	1	7
„ Ballast Dues	2,907	– 9			
Less—Cost of Conveying Ballast	2,266	11 7			
			640	9	2
„ Commodities brought in as Ballast			943	14	3
„ Ballast Warrants			20	–	–
„ Bridge Dues			10,008	5	6
„ Vessels not Breaking Bulk			15,845	10	8
„ River Steamboat Dues			1,912	18	7
„ Coal and Coke (River Tyne Export Dues)			72,815	13	1
„ River Dues on Goods, &c.			38,539	5	4
„ River Craft Licences			48	–	–
„ River Licences			11	16	–
„ North and South Shields Steam Ferries—	£	s. d.			
Market Place Ferry Tolls	13,703	15 –			
Direct Ferry Tolls	2,485	19 11			
Whitehill Point Ferry Tolls	1,466	12 7			
Rents, &c.	115	12 7			
			17,772	–	1
„ Rents of Properties			2,944	9	11
„ Tyne Dock Landing Stage			308	16	8
„ Piers Landing Stages			145	10	3
			242,433	11	1
„ Harbour Lights, Buoys, and Beacons Dues, &c.			2,591	2	1
				245,024	13 2
RIVER MOORINGS FUND.					
To Tonnage Rates			11,741	16	11
„ Miscellaneous			11	9	3
				11,753	6 2
TYNE PIERS FUND.					
To Tonnage Dues on Vessels Clearing Outwards—					
Foreign Ports			29,881	14	10
Coasting Ports			16,862	1	5
				46,743	16 3
NORTHUMBERLAND DOCK FUND.					
To Ship Dues Inwards			2,995	15	6
„ Ditto Outwards			19,867	11	8
„ Coal Dues			11,794	19	5
„ River Craft and Sundries			1,397	15	–
„ Import and Export Traffic (Docks, Staiths, Quays, and Jetties), &c., viz.:—	£	s. d.			
Coal Shipment Dues	9,524	18 7			
Wharfage, Labourage, Haulage, &c.	13,465	8 5			
Warehouse Rents	753	6 1			
Rent of Houses, Yards, Land, Depôts, &c.	3,056	8 10			
			26,800	1	11
				62,856	3 6
Carried forward	£				366,377 19 1

31st December 1899 :—

Year ending 31st December 1899. Cr.

Miscellaneous Appendix. No. 16—continued.

		£ s. d.	£ s. d.
	TYNE IMPROVEMENT FUND.		
A	By Salaries and Collection of Dues	6,329 11 3	
B	„ Port and Harbour Charges	6,169 3 –	
C	„ Engineering and Contingent Expenses	3,001 – 9	
	„ River Wall at the Lawe, South Shields, Mussel Scarp Groyne, and Herd Wave Trap, &c.	512 15 11	
	„ Friars Goose Point River Works	1 11 10	
	„ Bill Point River Works	3 12 4	
D	„ Newcastle Bridge	1,393 9 7	
	„ River Works opposite Blaydon and near Stella	86 9 8	
	„ Blaydon Cutting	1 14 –	
	„ Dredging, proportion for Maintenance	36,000 – –	
E	„ North and South Shields Steam Ferries	12,440 – 6	
	„ Property Account	2,946 19 8	
	„ Tyne Dock Landing Stage	534 2 2	
	„ Piers Landing Stages	128 6 10	
F	„ Parliamentary and Law Charges	677 6 3	
	„ Income Tax	1,437 10 4	
	„ Commissions, Stamps, &c., *in re* Loans and Tyne Improvement Redeemable Stock (Proportion)	454 7 5	
	„ Registrar's Charge on Tyne Improvement Redeemable Stock (Proportion)	125 6 6	
	„ Premium on Debenture Stock prepaid (Proportion)	30 2 2	
		72,273 10 2	
G	„ Harbour Lights, Buoys, and Beacons	2,221 4 6	
			74,494 14 8
	RIVER MOORINGS FUND.		
		£ s. d.	
H	By Maintenance of River Police	3,000 17 4	
	Add—Police Pension Fund Deficiency	157 8 9	
		3,158 6 1	
I	„ Maintenance of Moorings	1,786 11 6	
	„ Salaries and Collection of Dues	53 6 4	
	„ Miscellaneous	45 12 9	
	„ Income Tax	78 1 4	
		1,963 11 11	
	„ Commissions, Stamps, &c., *in re* Loans and Tyne Improvement Redeemable Stock (Proportion)	7 10 –	
	„ Registrar's Charge on Tyne Improvement Redeemable Stock (Proportion)	2 1 6	
	„ Premium on Debenture Stock prepaid (Proportion)	– 9 10	
			5,131 19 4
	TYNE PIERS FUND.		
	By Salaries and Collection of Dues	572 14 8	
	„ Miscellaneous :—		
	Rents, Rates, and Taxes — £ 435 16 8		
	Less Rents received — 140 8 2	£ s. d.	
		295 8 6	
	Sundries	246 13 11	
		542 2 5	
J	„ Parliamentary and Law Charges	2,488 4 9	
	„ Income Tax	27 8 8	
	„ Upkeep of Piers	1,580 3 –	
K	„ Extraordinary Repairs to Piers (South Pier)	15,682 18 7	
	„ Commissions, Stamps, &c., *in re* Loans and Tyne Improvement Redeemable Stock (Proportion)	160 4 3	
	„ Registrar's Charge on Tyne Improvement Redeemable Stock (Proportion)	44 6 6	
	„ Premium on Debenture Stock prepaid (Proportion)	10 12 4	
			21,108 15 2
	NORTHUMBERLAND DOCK FUND.		
L	WORKING AND MAINTENANCE CHARGES, &c., viz. :		
	By Salaries and Wages of Dock Masters and Assistants and Collection of Dues, &c.	£ s. d. 3,349 16 4	
	„ Lighting	362 3 6	
	„ Towage	629 12 1	
	„ Import and Export Traffic :—(Docks, Staiths, Quays, and Jetties)	29,561 17 5	
	„ Miscellaneous	539 15 5	
	„ Rates and Taxes	5,675 11 1	
		40,118 15 10	
	„ Rent Charge, paid to His Grace the Duke of Northumberland (Act 1867) — £ 1,711 12 –		
	Ditto (Act 1872) — 3,677 – –		
		5,388 12 –	
	„ Coble Dene Property—Repairs, &c.	583 15 8	
	„ Hayhole Cottages	1 10 5	
	„ Stores (Dockmaster)	18 1 5	
	Gates and Entrances	1,026 9 7	
	„ Dock Offices and Houses	117 11 11	
	„ Dock Moorings	104 11 3	
	„ Dredging	1 102 3 6	
	„ Engineering and Surveying	175 12 8	
		48,637 4 3	
			149,372 13
	Carried forward £		

Miscellaneous Appendix.

No. 16—continued.

Dr. CONSOLIDATED REVENUE ACCOUNT,

	£	s.	d.
To Brought forward	366,377	19	1
£	366,377	19	1

Dr. CONSOLIDATED CAPITAL ACCOUNT

	£	s.	d.
To Surplus Revenue from consolidated revenue account	56,106	14	6
„ Balance of sums expended	8,826	14	4
£	64,933	8	10

Year ending 31st December 1899—*continued.* Cr.

Miscellaneous Appendix. No. 16—continued.

		£ s. d.	£ s. d.
	Brought forward - - -	- - -	149,372 13 5
	NORTHUMBERLAND DOCK FUND—*continued.*		
L	WORKING AND MAINTENANCE CHARGES, &c., viz.—*continued.*		
	By Law Charges - - - - - - - - - - - - - - - -	503 4 5	
	„ Commissions, Stamps, &c., *in re* Loans and Tyne Improvement Redeemable Stock (Proportion) - - - - - - - - - - - - - -	282 19 9	
	, Registrar's Charge on Tyne Improvement Redeemable Stock (Proportion) -	78 5 6	
	„ Premium on Debenture Stock prepaid (Proportion) - - - - - -	18 15 8	883 5 4
			150,255 18 9
	* By Interest on Tyne Consolidated Fund Mortgages, &c. - - - - - -	- - -	160,015 5 10
			310,271 4 7
	By Surplus Revenue - - - - - - - - - - - - - - -	- - -	56,106 14 6
	* NOTE.—In proportion to Principal sums appropriated under Clause 16, Tyne Improvement Act, 1872, to		
	Tyne Improvement Fund - - - - - - - 80,208 10 3		
	River Moorings Fund - - - - - - - 1,318 5 5		
	Tyne Piers Fund - - - - - - - - 28,249 7 10		
	Northumberland Dock Fund - - - - - - 50,239 2 4		
	£ 160 015 5 10		
	£	- - -	366,377 19 1

Year ending 31st December 1899. Cr.

		£ s. d.	£ s. d.
	TYNE IMPROVEMENT FUND.		
M	By Dredging, applicable to Improvement of River - - - - - - -	15,165 10 5	
N	„ Whitehill Point River Works - - - - - - - - - - -	536 5 3	
	„ River Walls above Newcastle Bridge (Work No. 20) (from Work No. 20 to No. 24) and (from Work No. 21 to Ryton) - - - - - - - -	1,838 16 7	
O	„ Groynes from Work No. 21 to Ryton - - - - - - - - -	129 6 4	
P	„ River Works at the Spetchels, Newburn (Works Nos. 21—23) - - -	563 5 11	
Q	„ River Works adjoining Newburn (Work No. 24) - - - - - - -	860 13 6	
	„ Engineering and Surveying - - - - - - - - - - -	420 7 7	
	„ Bill Quay Point River Works—*less* Rents received from Property - -	6 18 7	
	„ New Lighthouses - - - - - - - - - - - - - -	136 2 11	
		19,657 7 1	
	Deduct—Stock and River Craft (Tug "Conqueror" damaged and sold) -	309 17 4	
			19,347 9 9
	RIVER MOORINGS FUND.		
	By New Moorings - - - - - - - - - -		96 4 8
	TYNE PIERS FUND.		
	By Engineering - - - - - - - - - - - - - - -	160 - -	
	„ North Pier Reconstruction - - - - - - - - - - - -	453 14 6	
	£ s. d.		
	„ South Pier Works - - - - - - - - - - 1,693 10 10		
	Deduct—Stock in hand on 1st January, 1899. transferred to Tyne Piers Works Account - - - - - - 1,681 1 10		
		12 9 -	
			626 3 6
	NORTHUMBERLAND DOCK FUND.		
	By Engineering - - - - - - - - - - - - - - -	397 - -	
R	„ Albert Edward Dock—Construction of, &c. (including Working Plant and Rolling Stock) - - - - - - - - - - - - - -	21,034 3 4	
	„ Whitehill Point Timber Quay - - - - - - - - - -	983 - 9	
S	„ Dock Extension (including Working Plant and Rolling Stock) - - -	2,898 3 7	
	„ Northumberland Dock—Alterations and Improvements - - - -	24 17 6	
T	„ Whitehill Point Staiths (Nos. 1 and 2)—Alterations and Improvements -	18,488 19 5	
	„ Whitehill Point Staiths (Nos. 3 and 4)—Alterations and Improvements -	135 16 11	
	„ Whitehill Point Staith (No. 5) and Railways - - - - - - - -	901 9 5	
			44,863 10 11
	£	- - -	64 933 8 10

Miscellaneous Appendix.

No. 16—continued.

Dr. GENERAL BALANCE SHEET,

	£ s. d.	£ s. d.
To TYNE CONSOLIDATED FUND—		
SUNDRIES, FOR PRINCIPAL SUMS - - - - - - - - - - - -*	4,387,597 18 –	
To HOWDON PROPERTY, W. F. PILTER AND OTHERS - - - - - - - - -	10,000 – –	4,397,597 18 –
To SUNDRY TRADESMEN'S ACCOUNTS AND INTEREST, ETC., OUTSTANDING, PAYABLE BY COMMISSIONERS - - - - - - - - - - - - -	22,904 9 10	
To NORTHUMBERLAND SHIPBUILDING CO., LIMITED—		
Deposit on Account of Purchase Money for Land at Howdon - - - - -	510 – –	234,414 9 10

NOTE.—Of this there has been appropriated under Clause 16 of Tyne Improvement Act, 1872, as under :—

Tyne Improvement Fund - - - - - - - -	£2,129,493 3 –
River Moorings Fund - - - - - - - -	35,000 – –
Tyne Piers Fund - - - - - - - - -	750,626 3 6
Northumberland Dock Fund - - - - - - -	1,333,200 10 10
	£4,248,319 17 4
Unappropriated - - - - - - - - - -	139,278 – 8
	£4,387,597 18 –

£	- - -	4,421,012 7 10

ROBERT URWIN, Secretary.

The following is a statement showing particulars of Revenue Receipts

STATEMENT showing he GROSS REVENUE and EXPENDITURE of the

	RECEIPTS (REVENUE),							
	Import and Export, Tonnage or Ballast, Rates or Dues.	All other Rates, Tolls, and Dues.	Rents and Profits of Property, including Dividends.	Sale of Materials.	From other Local Authorities.	Interest and Dividends on Sinking Funds.	Other Receipts.	TOTAL.
	£	£	£	£	£	£	£	£
1890 - - -	235,928	64,601	5,005	—	Deducted from various items of Expenditure or included in preceding items of Revenue.	—	99	305,633
1891 - - -	235,478	67,837	5,298	—		—	119	308,732
1892 - - -	211,067	66,301	5,197	—		—	113	282,678
1893 - - -	230,172	70,918	5,348	—		—	128	306,566
1894 - - -	245,851	81,839	5 170	—		—	116	332,976
1895 - - -	229,455	74,666	5,043	—		—	92	309,256
1896 - - -	237,253	77,308	4,843	—		—	80	319,484
1897 - - -	258,025	83,301	5,214	—		—	78	346,618
1898 - - -	277,045	92,336	5,464	—		—	80	374,925
1899 - -	274.765	86,353	5,169	—		—	91	366,378

31st December 1899. Cr.

Miscellaneous Appendix. No. 16—continued.

	£ s. d.	£ s. d.
By TYNE CONSOLIDATED FUND—CAPITAL ACCOUNT.		
BALANCE OF SUMS EXPENDED :—		
Up to 31st December, 1898	4,086,552 5 8	
During 1899	8,826 14 4	
		*4,095,379 – –
By NORTH AND SOUTH SHIELDS FERRY UNDERTAKING :—		
Capital Account	63,706 8 7	
By LAWE PROPERTY, SOUTH SHIELDS :—For Cost	15,759 16 8	
By HOWDON PROPERTY :—For Cost	14,489 – 10	
By NEW OFFICES ACCOUNT	30,988 5 10	
	£ s. d.	124,943 11 11
By HOWDON YARD, FOR STOCK OF MATERIALS ON HAND	5,684 19 2	
By TYNE PIERS WORKS, Ditto	8,341 19 8	
By COBLE DENE YARD Ditto	4,039 8 9	
	18,066 7 7	
By SUNDRY ACCOUNTS, ETC., OUTSTANDING, PAYABLE TO COMMISSIONERS, including Revenue due on 31st December, 1899, but not paid over on that day	12,534 15 3	
By BARCLAY & CO., LIMITED, LONDON.—To meet Interest on Tyne Improvement Redeemable Stock, due 1st January, 1900	8,458 6 8	
	20,993 1 11	
By BARCLAY & CO., LIMITED, BANKERS.—Balance in their hands on 31st December, 1899 :—		
At Newcastle on General Account	159,584 1 11	
Ditto Harbour Lights, Buoys, and Beacons Account	279 9 2	
At North Shields on Ferries Account	1,766 15 4	
	161,630 6 5	
		200,689 15 11
	£ s. d.	
*NOTE.—Expenditure charged to Capital Account up to 31st December, 1899	5,601,505 4 –	
Less Accumulated Surplus Revenue to 31st December, 1899	1,506,126 4 –	
	4,095,379 – –	
£	– – –	4,421,012 7 10

JAMES C. STEVENSON, Chairman.

and Revenue Expenditure for 10 years ending 31st December, 1899 :—

TYNE IMPROVEMENT COMMISSIONERS for each of the last 10 Years.

Years.	EXPENDITURE (REVENUE).											
	Making, Maintaining, and Repairing Works.	Life Buoys and Life Saving Apparatus.	Lighting.	Loans.			Salaries and Collectors' Poundage.	Establishment Charges.	Parliamentary and Legal Expenses.	Payments to other Local Authorities.	Other Payments.	TOTAL.
				Principal Repaid.	Interest.	Payments to Sinking Fund.						
	£	£	£	£	£	£	£	£	£	£	£	£
1890 -	25,647	—	4,807	—	166,961	—	7,050	42,835	1,789	Included in preceding items.	13,876	262,965
1891 -	30,202	127	5,727	—	166,931	—	7,044	43,871	81		13,013	266,996
1892 -	28,952	—	3,526	—	167,633	—	6,788	44,623	896		14,323	266,741
1893 -	26,037	—	2,783	—	166,132	—	7,199	47,064	740		13,445	263,400
1894 -	34,479	—	3,574	—	164,344	—	7,384	47,532	1,409		12,504	271,226
1895 -	46,364	—	3,986	—	165,133	—	7,234	45,000	394		13,922	282,033
1896 -	54,999	—	3,336	—	162,457	—	7,404	46,701	347		12,504	287,748
1897 -	41,485	—	4,239	—	162,278	—	7,869	53,185	4,983		13,151	287,190
1898 -	45,514	—	4,927	—	154,215	—	8,386	55,607	3,122		30,655	301,526
1899 -	57,869	—	4,370	—	160,315	—	8,029	61,605	3,669		14,415	310,272

17. List of Questions submitted to H.M. Consuls at Antwerp, Bremen, Bremerhaven, Dunkirk, Hamburg, Havre, and Rotterdam.

Miscellaneous Appendix.

No. 17.

1. State the distance of Docks from the Sea.
2. Describe the access from the sea and available depth between the sea and the Docks.
3. State the tidal range at spring and neap tides.
4. State the length, breadth and depth at low water (ordinary spring tides) of entrance locks.
5. Give the number, length, breadth and depth of any other locks.
6. State the number of docks, with the acreage of land and water in each.
7. State the mileage of quays in docks and river.
8. State the width of quay space round the various docks.
9. State what graving docks exist which are approached through the docks or immediately adjoin thereto.
10. State sizes of any such graving docks, with depth of water on entrance side.
11. Do such dry docks belong to Dock authority or to private owners or to separate companies.
12. State charges for use of graving docks.
13. Are there repairing shops adjoining graving docks, and in whose hands?
14. What are the limits of jurisdiction of the Port authority, and say whether any other docks are included therein?
15. What railways connect with the docks, or are owned by the Dock authority?
16. Are railways round the docks or quays worked by Dock authorities or by other companies, and to whom are terminal charges paid?
17. What other communications exist by road or by water?
18. What facilities are given to independent persons or companies to provide "lay byes" or to erect works on the property of the Dock authority?
19. What is the present constitution of the Dock authority, and state concisely what changes, if any, have taken place since 1884?
20. What staff is maintained, and by whom?
21. Who provides labour for loading and unloading vessels?
22. What is the legal obligation of the authority to maintain dock accommodation?
23. What powers to sell or mortgage their property?
24. What authorities deal with:—
    (*a*) Pilotage and conditions of service. State if compulsory.
    (*b*) Rates of pilotage. Is there a Pilotage Board, and, if so, how is it appointed?
    (*c*) Silting up of river and accumulation of refuse so far as affecting navigation.
25. How is dredging and maintenance of navigable channel provided for, and how is the cost borne?
26. State the annual cost of dredging inside and outside the docks, with number of dredgers and the tonnage of each. Where is the dredged material deposited, and what is the distance to which it is carried?
27. What authorities deal with buoying, surveying and protection of banks? How are these maintained and state the cost per annum for each of the last 10 years?
28. What powers exist as to making bye-laws? Supply copy thereof.
29. How are the docks lighted, and are goods discharged at night?
30. State the number of cranes, their power, and how they are worked
31. Are there any sheer legs or cranes for exceptional weights?
32. What appliances are there for loading coal?
33. Are there elevators or other appliances for loading, unloading, and storing grain? If so, state charges.
34. Are there facilities for delivering straight from the holds of vessels into sheds, railway trucks, carts, floating platforms and barges.

35. What facilities are there for storage of timber, mineral oils, cold air stores, and lairage for live stock? Are they provided by the Dock authority or any other body?

36. State the area of dock sheds, with number of storeys.

37. Are the warehouses maintained by the Port Authority or by private enterprise? Are they leased to or by the Port authority?

38. Describe shortly the warehousing system and working thereof. Is it under any and if so what statutes?

39. Is cargo allowed to remain in sheds without paying rent, and if so for how long?

40. Give schedule of tolls or dues on shipping and on classes of goods, and state whether latter are paid by shipowners or consignees. Are there harbour as well as Dock dues?

41. State the mode of calculating the tonnage of ships and goods.

42. What dues are levied on overside cargo into lighters not belonging to Dock authorities?

43. Is any due levied on cargo landed on quays (but not taken into sheds) and from them deposited in lighters?

44. Are any dues or charges levied on lighters using wet docks, and are there any regulations specially relating to lighters?

45. Is there any competition with the Docks on the part of wharves over which the Dock authority has no control?

46. Do any, and if so, what shipowners enjoy exceptional privileges, and state particulars?

47. Are there any vessels exempted under statute or custom from payment of ordinary dues?

48. What charge is made for tug assistance?

49. State the number and tonnage of vessels entering the Port in 1899, and in each of the last 10 years, distinguishing if possible vessels of different sizes, *e.g.*, under 500 tons, above 500 and under 1,000 tons, above 1,000 and under 2,000 tons, above 2,000 and under 4,000 tons, above 4,000 and under 6,000 tons, over 6,000 tons.

50. State the times of arrival in Dock, and discharge of steamers over 2,000 tons burthen in any one week, mentioning cargo.

51. What are the hours of the Custom officials? Do they regulate the working hours of labour in the Docks?

52. Do the Docks require improvement to accommodate existing trade, and is such additional accommodation contemplated?

53. Supply the last Annual Account and Balance Sheet, also particulars of gross revenue and expenditure for each of the last 10 years in the form of the Harbour Return (No. 30) in Local Taxation Returns 302,—III. of 1899.

Miscellaneous Appendix.

No. 18.

18.—Replies from the British Consul General at Antwerp.

Compiled by M, Royers, Chief Engineer of the City of Antwerp.

(The numbers of the Answers correspond to those in the List of Questions. See Appendix 17.)

1. About 54 miles and a-half.

2. See maps, 1 and 2, showing the navigable passes leading into the sea.

	Average or Useful Depth.	
	At mean low tide.	At mean high tide
(1.) The Pass of the Wielingen	28 ft. 10 in.	40 ft. 8 in
(2.) The Pass of the Oostgat, 33 to 66 feet of depth, with channel of	26 ft. 6 in.	38 ft. 4 in
On the ridge of the Nolleplaat, however, the depths are only	18 ft.	29 ft. 10 in
(3.) The Pass of the Spleet	16 ft. 4 in.	28 ft. 2 in.

(4.) The Deurloo Channel. Navigation is very difficult in this pass on account of the irregularity the depth at the entrance. Ships of a certain importance cannot enter it before half tide.

See maps 3, a. and b., showing the navigable passes between the sea and the Antwerp Docks. The shallowest part shows 22 ft. 7 in. of depth at ordinary low water, 35 ft. 9 in. at ordinary high tide. The blue coloured part limits the depths of 26 ft. and above at low tide.

The river quays at Antwerp have a floating depth at their base of 26 to 33 feet at low water.

3. At spring tides the water at Antwerp rises nearly 15 feet above ordinary low water; at neap tides only about 13 ft. 3 in.

4. There are two entrance locks for the maritime docks; they are not opened before the time of ordinary high tide.

These locks are:—

(1.) The Kattendÿk Lock, depth 11 ft. at low water, 24 ft. 4½ in.* at high water; width 81 ft. 4 in., length 462 ft. 7 in. On exceptional occasions vessels of a length of up to 508 ft. 6½ in. between perpendiculars can be admitted.

(2.) The lock of the Small and Large Docks (old basins), the two heads of which are 754 ft. 7 in. distant The small basin, separating both heads is 475 ft. 8 in. wide in its main part. Width 59 ft. ½ in.

Depth — At low water — 9 ft. 4 in.
Depth — At high water — 22 ft. 7 in.*

The communicating channels between the America, Lefebvre, Kattendÿk and Large Docks are 59 ft. ½ in. wide, and those between Kattendÿk, Timber, Kempish and Asia Docks, 49 ft. 2½ in.

(3.) A third lock leads from the Scheldt into the Inland shipping docks at the southern part of the port. It is provided with a sluice and can be used at any time of the tide. The two heads are separated by a sluice basin, 246 feet long, communicating with an inner dock 213 feet wide. The sluice lock allows a great number of inland craft to enter at a time.

Width of lock — 42 ft. 7 in.
Depth at low water — 6 ft. 6½ in.

5. There is another sluice lock between Asia Dock and the junction canal from the Scheldt to the Meuse for the use of inland shipping:—

Length, 164 ft. Breadth, 22 ft. 11½ in. Depth, 7 ft. 2½ in.

6. Names of the maritime docks with their water and land acreage. (See plan No. 4.):—

Names of the Docks.	Total Surface of Zones.		Water Acreage.		Land Acreage.	
	Square Metres.	Square Yards.	Square Metres.	Square Yards.	Square Metres.	Square Yards.
Small Dock	50,000	59,800	28,850	34,450	21,195	25,350
Large Dock	102,000	121,995	55,300	66,140	46,700	55,855
Junction Dock	17,000	20,330	4,250	5,080	12,750	15,250
Kattendÿk Dock	293,750	351,325	133,000	159,070	160,750	192,255
Sluice Dock	22,750	27,205	7,480	8,945	15,270	18,260
Timber Dock	268,000	320,525	73,500	87,905	194,500	232,620
Kempish Dock	123,750	148,005	51,150	61,175	72,600	86,830
Asia Dock	248,500	297,205	58,650	70,145	189,850	227,060
Lefebvre Junction Dock	44,000	52,620	5,750	6,875	38,250	45,745
Lefeovre Dock	298,250	356,705	130,300	155,840	167,950	200,865
America Dock	214,250	256,240	69,400	83,000	144,850	173,240
Totals	1,682,250	2,011,955	617,585	738,625	1,064,665	1,273,330

The above named docks belong to the City of Antwerp, to whom the Government made a present of them, wishing to be discharged of them; the other docks were built at the city's exclusive expense, without any intervention whatsoever.

* For further particulars on this subject, see regulations on the entrance to the docks stating the draught with which vessels are allowed to enter. Except special cases the maximum draught is:—

For the Kattendÿk Lock — 21 ft.
For the Old Docks — 20 ft.

Besides the above docks which serve for the use of seagoing vessels, there are other docks for inland shipping, viz. :—

Names of Docks.	Total Surface of Zones.		Water Acreage.		Land Acreage.	
	Square Metres.	Square Yards.	Square Metres.	Square Yards.	Square Metres.	Square Yards.
Northern Inland Shipping Dock (1) - -	52,275	63,715	18,400	22,005	34,875	41,710
Southern Inland Shipping Docks (2) :						
Sluice Dock - - - - - - -	4,875	5,830	1,875	2,240	3,000	3,590
Colliers' Dock - - - - - -	32,850	39,285	12,300	14,710	20,550	24,575
Skippers' Dock - - - - - -	36,510	43,665	17,320	20,715	19,190	22,950
Bricks Dock - - - - - -	29,260	34,995	11,275	13,485	17,985	21,510
Totals - - -	156,770	187,490	61,170	73,155	95,600	114,335

(1) This dock was built by the city at its own expense, that it might be dispensed from the obligation it had contracted with the Government, to leave a part of its docks for the gratuitous use of the inland craft navigating on the junction canal from the Scheldt to the Meuse ; the said canal has been partly removed in order to make room for the docks that were to be built.

(2) The Southern Inland Shipping Docks were built by the Government at its own expense ; they are managed by the city in the common interest according to a special convention for the breaking of which warning can be given by either party at a determined epoch. The same convention exists for the river quays, which were built and widened to their present breadth at the Government's expense, but fitted out by the city with implements, machinery, sheds, fences, &c.

7. Mileage of Quays for Seagoing Vessels.

	Metres.		Yards.	
Maritime Docks :				
Small Dock - - - - - - - -	650		710	
Large Dock - - - - - - -	1,000		1,095	
Junction Dock - - - - - -	170		185	
Kattendyk Dock - - - - -	1,740		1,900	
Sluice Dock - - - -	220		240	
Timber Dock - - - - -	1,140		1,245	
Kempish Dock - - - - - -	860		940	
Asia Dock - - - - - - -	1,430		1,565	
Lefebvre Junction Dock - - - -	230		250	
Lefebvre Dock - - - - -	1,610		1,760	
America Dock - - - - - -	1,540		1,685	
		10,590		11,575
River Quays - - - - - - - - -	—	3,500	—	3,825
		14,090		15,400
Inland Shipping :				
Northern Inland Shipping Dock - - -	940		1,028	
Southern „ „ „ - - -	1,800		1,968	
		2,740		2,996
Total - - -	—	16,830	—	18,396

Miscellaneous Appendix.

No. 18—continued.

8. Width of quay space round the various docks, not including storing grounds situated behind certain quays.

Docks.	Metres.	Yards.
Small Dock	20. 25. 55.	22. 27. 60.
Large Dock	20. 40. 50.	22. 44. 55.
Junction Dock	30.	33.
Kattendÿk Dock	20. 70. 80. 100.	22. 77. 87. 109.
Sluice Dock	35. 60.	38. 66.
Timber Dock	75. 80	82. 87.
Kempish Dock	50. 60. 110.	55. 66. 120.
Asia Dock	70. 75. 95.	77. 82. 104.
Lefebvre Junction Dock	40.	44.
Lefebvre Dock	20. 35. 60. 70. 95.	22. 38. 66. 77. 104.
America Dock	45. 105.	49. 116.
Northern Inland Shipping Dock	25.	27.
Southern „ „ „	30.	33.
Quays of the River Scheldt „	100.	109.

9. There are six graving docks directly adjoining the docks.

10.—

	Length.		Breadth at the Entrance.		Depth of Water at the Entrance.	
	Metres.	Ft. in.	Metres.	Ft. in.	Metres.	Ft. in.
1 Graving dock	159	521 7*	24·80	81 4	6·83	22 4
1 Graving dock	69	226 4	12·00	39 4	4·08	13 4
1 Graving dock	48	157 5	10·00	32 9	2·70	8 10
3 Graving docks	131	429 9	15·00	49 2	5·18	16 11

* The entrance lock to Kattendÿk Dock does not allow the passage of vessels more than 508 ft. 6½ in. long between perpendiculars.

The ordinary floating depth of the docks is kept at the water mark (3·60), *i.e.*, about two feet below ordinary high water level.

11. All these dry docks belong to the port authority, *i.e.*, the City of Antwerp.

12.— RATES.

Tonnage of the Vessels.	For Vessels Entering and Leaving the Dry Docks within 24 Hours.	For Two Days' Stay (for each Day).	For the Three First Days of Stay (per Day).	For each following Day.
	Francs.	Francs.	Francs.	Francs.
85 tons and less	70	50	45	25
86 to 128 tons	105	70	60	30
129 „ 171 „	140	85	80	33
172 „ 214 „	175	95	90	36
215 „ 257 „	180	105	100	39
258 „ 300 „	210	120	115	41
301 „ 342 „	240	135	130	44
343 „ 385 „	270	145	140	47
386 „ 428 „	300	160	150	50
429 „ 514 „	360	190	176	54
515 „ 599 „	420	220	203	58
600 „ 685 „	480	250	229	62
686 „ 771 „	540	280	255	66
772 „ 856 „	600	310	283	70
857 „ 942 „	660	340	297	77
943 „ 1,027 „	720	370	311	84
1,028 „ 1,113 „	780	400	324	91
1,114 „ 1,199 „	840	430	337	98
1,200 „ 1,284 „	900	460	350	105
1,285 „ 1,370 „	940	480	367	108
1,371 „ 1,455 „	980	500	384	111
1,456 „ 1,541 „	1,020	520	401	114
1,542 „ 1,627 „	1,060	540	417	117
1,628 „ 1,712 „	1,100	560	433	120
For every 85 tons above this figure	40 francs more	25 francs more	20 francs more	5 francs more.

On Sundays and legal festivals no dues are demanded unless work has been going on on such days.

Vessels lying in the dry docks for over a fortnight shall pay, for each day exceeding the above-mentioned space of time, double the dues specified in the table for the fourteenth day.

This tariff is about to be altered.

13. There are some repairing shops in the immediate vicinity of the graving docks on grounds belonging to the city, and which are let to that effect; other shops exist on land lying within the perimeter of the port, but not belonging to the city. These shops belong to private owners.

14. The jurisdiction of the port authority extends over the whole area of the port. The latter neither includes nor possesses any other docks.

15. The mileage of the railways used for the service of the port amounts to 51,468 yards within the perimeter of the maritime docks, and 28,655 yards within that of the river Scheldt quays and the inland shipping docks in the southern part of the port. (See plan 4 referred to in the answer to the sixth question).

Although the above railways belong to the State, and were constructed at the State's expense, they form an integral part of the port.

(As shown by the above-mentioned plan 4, this vast railway net communicates with several railway stations.)

16. They are worked by the State who gathers the charges for transport, but claims no special charge for the transport between the stations and the quays.

17. A very complete net of railways connects the port of Antwerp with all Belgium, Holland, the centre of Germany, Alsace-Lorraine, Switzerland, Italy, Austria, Turkey, the North and East of France.

There is communication by water between the port of Antwerp and the chief industrial and commercial centres of Belgium. It is, moreover, connected with France, and the maritime Scheldt communicating on the other hand northward with the Meuse, the Rhine, and the canals of the southern part of Holland.

(See maps :—5. Railways of Belgium; 6. Chief railways of Europe; 7. Navigable waterways of Belgium.)

18. Independent persons or companies are not allowed to provide any "lay-byes" or to erect any such works on the property of the port authority.

19. The managing authority of the port is the City of Antwerp, represented by the Communal council (Corporation), the members of which are appointed by an election, and which consists of :—

The College of Burgomaster and Aldermen, containing the Burgomaster, appointed by the King, and five Aldermen, appointed by the corporation, this college constituting an administrative and executive committee; 33 communal councillors (before the year 1896 there were only 25).

N.B.—The police of the river roads, lighthouses, and beacons, pilotage, the working of the railways on the quays, as also the service of the customs, all belong to the State.

20. Staff maintained by the City of Antwerp. The service of the port comprises :—

The commanding harbour-master, assisted by two seconds, the three commanding a staff of 216 agents.
The navigation tax gatherer with a staff of 21 agents.
The chief of the locations of the port with a staff of about ten.
A numerous police staff assisting the special police of the port entrusted with the surveillance of the quays.

The service of works and dredging of the docks, as well as that of the hydraulic and other machinery and engines is managed by the chief engineer, manager of the municipal works, assisted by two engineers, commanding a staff of about 436 agents and mechanics.

Staff maintained by the State :—

The pilotage service, under the command of a manager, assisted by a staff of about 80 agents and pilots.

The department of the water-bailiff, managed by a first class bailiff commanding three other bailiffs and six agents.

The special department of the maritime Scheldt and its tidal affluents, managed by a chief engineer, assisted by five engineers and 28 agents.

The hydrographical department, under a chief engineer and six agents.

The maritime engineering department, managed by a first class engineer, assisted by an engineer and 16 agents.

The customs department headed by a manager, and comprising, moreover, 1 inspector, 7 comptrollers, 4 lieutenants, 21 sub-lieutenants, 37 verifiers, and a great number of custom-house officers.

The railway department:

Running;—One manager, two station-masters, about 90 agents, and a great number of workmen.

Roads and Works;—A managing chief engineer, two head sectional chiefs, three sectional chiefs, several clerks and a certain number of workmen.

21. Labour is provided by special undertakers called stevedores or "stouwers."

22. Said obligation is a consequence of the International Treaty of the 15th of July 1863, by which the Foreign Powers undertook to pay a share in the capital serving to pay the abolition of the Dutch Scheldt Toll.

Moreover, the new docks, with their dependencies, successively built since the above-mentioned epoch, were established on land acquired and to be appropriated for such special use with the consent of the Belgian Government.

23. The fact of ownership evidently implies the right of selling and mortgaging one's property.

However, the City of Antwerp, being a public administrative body, would have to observe the rules established by law, these rules imposing the consultation of the Permanent Deputation of the Provincial Council (County Council) and the King's approval.

It is almost certain that the permission would not be granted, should the city decide to take that course, which is not likely at all.

It is, in fact, forcibly necessary that said institutions be public property, this being also the case in the other continental ports. Private owners or tenants would not be able to compete, and their interests would often be in opposition with those of the population, which are to be looked to first of all.

As for mortgage, it is not desirable at all, the city being able, if needed, to obtain a loan at a very low rate

24. (*a*) The State by its Pilots and Water-Bailiff Departments. Their services are obligatory.

(*b*) There is a pilot office appointed by the State.

Miscellaneous Appendix.

No. 18—continued.

24—continued.

i. Tariff in Belgian money of the pilot dues for the Scheldt, from the sea before the passes as far as the Flushing roads.

Draught of Water in Palms or Decimetres.	Summer Fee, beginning on April 1st.			Winter Fee, beginning on October 1st.		
	Sailing.	In Tow.	Steam.	Sailing.	In Tow.	Steam.
	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.
15	15 24	14 18	13 33	20 32	19 05	17 78
16	16 08	15 03	13 97	21 16	19 89	18 62
17	16 93	15 87	14 81	22 01	20 74	19 26
18	18 62	17 35	16 30	23 70	22 22	20 74
19	20 32	19 05	17 78	25 40	23 92	22 22
20	22 01	20 53	19 26	27 94	26 24	24 55
21	23 70	22 22	20 74	30 48	28 57	26 67
22	25 40	23 70	22 22	33 02	30 90	28 99
23	27 09	25 40	23 70	35 56	33 44	31 11
24	28 78	27 09	25 19	38 10	35 77	33 44
25	31 32	29 42	27 51	40 63	38 10	35 56
26	33 86	31 75	29 63	44 02	41 27	38 52
27	36 40	34 07	31 75	47 41	44 44	41 48
28	38 94	36 61	34 07	50 79	47 62	44 44
29	42 33	39 58	37 04	55 87	52 49	48 89
30	45 71	42 96	40 00	60 95	57 14	53 33
31	49 95	46 77	47 60	66 03	61 80	57 78
32	54 18	50 79	47 41	71 11	66 67	62 22
33	58 41	54 81	51 22	76 19	71 53	66 67
34	62 65	58 84	54 81	81 27	79 19	71 11
35	66 88	62 65	58 41	86 35	81 06	75 56
36	71 11	66 67	62 22	91 43	85 71	80 00
37	75 34	70 69	66 03	96 51	90 58	84 44
38	79 58	74 71	69 63	103 28	96 93	90 37
39	84 66	79 37	74 07	110 05	103 28	96 30
40	91 43	85 71	80 00	120 21	112 80	105 19
41	99 89	93 76	87 41	130 37	122 33	114 07
42	108 36	101 59	94 81	140 53	131 85	122 96
43	116 83	109 63	102 22	152 38	142 86	133 33
44	125 29	117 46	109 63	164 23	154 07	143 70
45	135 45	126 98	118 52	176 08	165 08	154 07
46	145 61	136 51	127 41	191 32	179 47	167 41
47	155 77	146 03	136 30	206 56	193 65	180 74
48	165 93	155 56	145 19	223 49	209 52	195 56
49	182 86	171 43	160 00	240 42	225 40	210 37
50	199 79	187 30	174 81	260 74	244 44	228 15
51	216 72	203 17	189 63	281 06	263 49	245 93
52	233 65	219 05	204 44	301 38	282 54	263 70
53	250 58	234 92	219 26	321 69	301 59	281 48
54	267 51	250 79	234 07	345 40	323 81	302 22
55	284 44	266 67	248 89	370 79	347 51	324 44
56	304 76	285 71	266 67	396 19	371 43	346 67
57	330 16	309 63	288 89	428 36	401 69	374 81
58	355 56	333 33	311 11	462 22	433 44	404 44
59	389 42	365 08	340 00	506 24	474 71	442 96
60	423 28	396 83	370 37	550 26	515 98	481 48
For each palm or decimetre above this number	25 40	23 75	22 22	33 86	31 75	29 63

24—continued.

ii. Tariff in Belgian money of the pilot dues for the Scheldt, from the Flushing roads to sea.

Draught of Water in Palms or Decimetres.	Summer Fee, beginning on April 1st.			Winter Fee, beginning on October 1st.		
	Sailing.	In Tow.	Steam.	Sailing.	In Tow.	Steam.
	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.	fr. c.
15	11 01	10 37	9 74	13 54	12 70	11 85
16	11 85	11 01	10 37	13 39	13 54	12 70
17	12 70	11 85	11 22	15 24	14 39	13 33
18	13 54	12 70	11 85	16 08	15 03	14 18
19	14 39	13 54	12 70	16 93	15 87	14 81
20	15 24	14 18	13 33	17 78	16 72	15 66
21	16 08	15 03	14 18	18 62	17 57	16 30
22	16 93	15 87	14 81	20 31	19 05	17 78
23	18 62	17 57	16 30	22 01	20 74	19 26
24	20 31	19 05	17 78	23 70	22 22	20 74
25	22 01	20 74	19 26	25 40	23 92	22 22
26	23 70	22 22	20 74	27 09	25 40	23 70
27	25 40	23 92	22 22	28 78	27 09	25 19
28	27 09	25 40	23 70	30 48	28 57	26 67
29	28 78	27 09	25 19	32 17	30 26	28 15
30	30 48	28 57	26 67	33 86	31 75	29 63
31	32 17	30 26	28 15	35 56	33 44	31 11
32	33 86	31 75	29 63	37 25	34 92	32 59
33	35 56	33 44	31 11	38 94	36 61	34 07
34	37 20	34 92	32 59	41 48	38 94	36 40
35	38 94	36 61	34 07	44 02	41 27	38 52
36	41 48	38 94	36 19	46 56	43 60	40 85
37	44 02	41 27	38 52	49 10	46 14	42 96
38	46 56	43 60	40 85	51 64	48 47	45 29
39	49 10	46 14	42 96	54 18	50 79	47 41
40	51 64	48 47	45 29	57 57	53 97	50 37
41	54 18	50 79	47 41	60 95	57 14	53 33
42	56 72	53 12	49 74	64 34	60 32	56 30
43	59 26	55 66	51 85	67 72	63 49	59 26
44	61 80	57 99	54 18	72 80	68 36	63 70
45	67 72	63 49	59 26	77 88	73 02	68 15
46	76 19	71 53	66 67	84 66	79 37	74 07
47	84 66	79 37	74 07	94 81	88 89	82 96
48	94 81	88 89	82 96	108 36	101 59	94 81
49	108 36	101 59	94 81	121 90	114 29	106 67
50	121 90	114 29	106 67	135 45	126 98	118 52
51	135 45	126 98	118 52	152 38	142 86	133 33
52	152 38	142 86	133 33	169 31	158 73	148 18
53	169 31	158 73	148 18	186 24	174 60	162 96
54	186 24	174 60	162 96	203 17	190 48	177 78
55	203 17	190 48	177 78	223 49	209 52	195 56
56	223 49	209 52	195 56	243 81	228 57	213 35
57	243 81	228 57	213 35	264 13	247 61	231 11
58	264 13	247 61	231 11	284 44	266 67	248 89
59	284 44	266 67	248 89	304 76	285 71	266 67
60	304 76	285 71	266 67	325 08	304 76	284 44
For each palm or decimetre above this number	20 31	19 05	17 78	20 31	19 05	17 78

Miscellaneous Appendix.

No. 18—continued.

24—continued.

iii. Tariff in Belgian money of the pilot dues for the Scheldt, from Flushing to Antwerp and back.

Draught of Water in Palms or Decimetres.	Summer Fee, beginning on April 1st.			Winter Fee, beginning on October 1st.		
	Sailing.	In Tow.	Steam.	Sailing.	In Tow.	Steam.
	fr.	fr.	fr.	fr.	fr.	fr.
15	24	22	21	29	27	25
16	26	24	22	30	28	26
17	27	25	24	31	29	27
18	29	27	25	32	30	28
19	30	28	27	35	33	31
20	32	30	28	38	35	33
21	35	33	31	41	38	36
22	38	35	33	44	41	38
23	41	38	36	46	43	40
24	44	41	38	49	46	43
25	46	43	40	51	48	45
26	49	46	43	54	51	48
27	51	48	45	58	54	50
28	54	51	48	60	56	52
29	58	54	50	62	58	55
30	60	56	52	64	60	56
31	62	58	55	68	64	59
32	64	60	56	71	67	62
33	68	64	59	73	68	64
34	71	67	62	76	71	66
35	73	68	64	78	73	69
36	76	71	66	82	76	71
37	78	73	69	85	79	74
38	82	76	71	88	82	77
39	85	79	74	91	85	80
40	88	82	77	98	92	86
41	91	85	80	103	97	90
42	98	92	86	108	101	94
43	103	97	90	114	106	99
44	108	101	94	118	111	104
45	114	106	99	126	118	110
46	118	111	104	130	122	114
47	126	118	110	135	127	118
48	130	122	114	142	133	125
49	135	127	118	149	139	130
50	142	133	125	156	146	136
51	149	139	130	162	152	142
52	156	146	136	170	159	148
53	162	152	142	176	165	154
54	170	159	148	183	172	160
55	176	165	154	190	178	166
56	183	172	160	197	184	172
57	190	178	166	203	190	178
58	197	184	172	210	196	183
59	203	190	178	217	203	190
60	210	196	183	223	209	195
For each palm or decimetre above this number	7	6	5	7	6	5

Men-of-war, sporting craft belonging to nautical clubs, seagoing vessels in ballast, the draught of which does not exceed 19 decimetres, ships plying up and down the river, steamships serving as tugs provided they serve for no trade purposes, and finally all vessels used for the fishing of herring, cod or live fish, or for the transport of fresh or salt fish, are not bound to take a pilot.

Reductions and exonerations are granted in certain special cases stipulated in the regulations.

In case of forced lying up the pilot due for ships entering, leaving, going up or down the river, amounts to 50 per cent. of the tariff price only.

The pilot dues are increased by one-half when the floating ice in the river is strong enough to notably hinder the passage of vessels so that some danger ensues for the pilotage.

Same dues are also increased by one-half for ships the steering of which is difficult owing to an insufficient quantity of ballast or some damage to the rudder or rigging, which, without seriously putting the vessel into danger, however, greatly endangers the pilotage.

The measuring of the ship's draught of water is charged 0·53 fr. (fixed duty) both at entering and leaving.

For the residence of a pilot on board in the roads an indemnity of 4·23 fr. is to be paid.

Pilotage from the roads to the docks and back, and pilotage for the change of berths are submitted to the dues hereafter:—

Square mastless craft, such as sloops, tjalks, galiotes, &c.	1·75 fr.
Square mastless craft such as schooners	2·50 fr.
A bark or three-masted vessel	3·00 fr.
A steamer	2·50 fr.

The above tariff applies to ships moving from the roads to the quays in the river or to the entrance to the docks or back.

Ships passing through the River Scheldt in moving from one dock to another pay double tariff.

Ships anchored in the roads, above or below the docks, being piloted from their anchorage to the Scheldt quays or to the entrance to the docks, as also ships moving from the roads or from the dock entrance to one of the private graving docks in the environs of the city pay triple tariff.

Any of those movements executed at night is charged double.

(c.) The special service of the maritime Scheldt and its tidal affluents. This service depends on the State.

25. The river never wanted any dredging before 1895 except some fifteen thousand cubic metres a year at one point of the roads near the entrance to the docks. About that time a rectifying operation was begun for the improvement of some of the river passes. Said works have necessitated half-a-dozen millions of cubic metres of sand being removed by dredging. Since then some dredging has been effected for the maintenance of the new channels. It is not likely, however, that this operation will have to be repeated indefinitely. In the meanwhile said works are executed by a contractor whose price is calculated per cubic metre, to be paid by the State.

Since the year 1879 the expense for the improvement of the navigable channel leading to the Port of Antwerp has amounted to 6,314,863·69 fr.

26. The cost for the docks and the channels leading to them now amounts to some 84,000 francs a year.

Two dredgers and as many barges are employed in that service, the barges having a tonnage of 249 cubic metres each (a little over 325 cubic yards).

Quantities dredged in the course of the last 10 years:

	Cubic metres.	Cubic yards.
1891	83,198	108,823
1892	114,538	149,816
1893	105,595	138,118
1894	117,689	153,937
1895	104,719	136,972
1896	116,770	152,735
1897	118,331	154,777
1898	156,144	204,236
1899	158,990	207,959
1900	138,696	181,414

The dredged material is left to be carried away by the current in the deep part of the river near the entrance to the docks.

For the dredging in the river, see preceding answer.

27. The buoying is dealt with by the Pilotage Office (Government).

The surveying and protection of banks are the work of the Department of Bridges and Causeways (Belgian State) for the part on Belgian territory, and of the Dutch Waterstaat (Board of Hydraulic Works) for the Dutch part. The banks are maintained in a perfect state by certain associations of owners called Polders, and whose landed property is protected by the banks and dikes from the invasion of the river water at high tide.

It would be impossible to form an idea of the cost of that maintenance, being shared as it is by a considerable number of interested persons who keep no separate books for the banks and dikes.

28. The powers as to making bye-laws exist according to law. Such bye-laws are, as the case may be, subject to the approval of the permanent deputation of the county council or of the King. In case of the quays in the river or the southern inland shipping docks, which are being worked in the common interest, the approval of the Government is wanted as well.

(See bye-laws together with a compilation in English thereon.)

29. The lighting of the river and dock quays is generally provided for by means of gas; the channels of both maritime locks are lighted by electricity, so as to offer complete safety to vessels moving into and out of the docks during the night tides.

The lighting for the loading and discharging at night is provided by the interested parties themselves, either by the use of the "Lucigen" gas lamp or by that of the powerful "Sugg" burners erected at certain points of the docks by the city or by the interested parties themselves.

For some time two dock quays and one Scheldt quay have been lighted by electricity furnished by the city.

Miscellaneous Appendix.

No. 18—continued.

30. Maritime Dock Quays:—

22 hydraulic cranes on wheels of 1½ ton.
50 „ „ 2 tons.

Scheldt Quays:—

2 fixed hydraulic cranes of 1 ton.
77 hydraulic cranes on wheels of 1½ ton.
18 „ „ 2 tons.

N.B.—Thirty 2-ton hydraulic cranes on wheels are now building, 15 of which are intended for the docks and 15 for the Scheldt quays.

31. Dock Quays:—

One 120-ton fixed sheer leg.
Two 40 „ hydraulic cranes.
One 20 „ hand crane.
One 10 „ hydraulic crane.

Scheldt Quays:—

One 10-ton hand crane on wheels.

32. A coal hoist capable of lifting a 25-ton railway truck to a height of over 39 feet (12 metres). It is worked by means of hydraulic pressure, and 10 trucks an hour may be shipped by it.
Previously fixed tariff two-pence a ton (20 centimes).

33. A rather considerable number of "Poulsom" machines are in use, which are placed above the hatchways of vessels, and worked by a small steam engine on deck, which is itself fed by the ship's boiler. Such machines are employed for the transhipment into lighters, which serve as floating wharves; sometimes, too, this sort of elevator is used to pile cereals in bulk on the quay. Said machines belong to private parties as also the lighters. The tariff for them, unknown to us, depends on circumstances and competition.
There is also a storehouse, with silos of the ordinary type, where rather considerable quantities of cereals are transported by the well-known means, viz., dredgers and transporting belts. This storehouse belongs to a private company and is situated on one of the quays of Lefebvre Dock on land rented from the City of Antwerp.
(See the company's tariff.)

34. The cranes deliver straight from the holds of vessels into the sheds on the quay, in railway trucks standing on the railroads alongside the quays, or into carts moved on to the quay. There are no floating platforms.
As for transhipment into lighters the latter haul alongside the vessel that is to be discharged, the operations being effected by means of the existing machinery on board.

35. For Timber.—Sheds upon the quay and vast tracts of land adjoining them belonging to the port authority. Said land is let to parties who are allowed to build their own sheds upon them.

For Mineral Oils.—America Dock is specially used for that purpose. The surrounding land is let by the port authority to private parties, who constructed tanks and other necessary buildings on them. The port authority, moreover, owns four storehouses there, which it lets. The whole of said buildings allows the storage of 78 millions of litres (almost 17,200,000 gallons).

Cold-air Stores.—There is no cooling machinery belonging to the port authority. An enterprise of the kind exists in the city. It is the property of a private company.

Live Stock.—The port authority owns some stables on one of the dock quays for the quarantine of cattle imported from abroad.

36. On the Dock Quays—

Sheds without storeys	176,810	square yards.
Storehouses without storeys (petroleum, cabinet wood, ores)	18,074	„ „
On the Scheldt Quays—		
Sheds without storeys	120,150	„ „

37. The sheds and storehouses belong to the port authority.
Except some 14,350 square yards of dock sheds, leased by the city to firms enjoying the privilege of fixed berths, the sheds are all disposed of by general trade.
The storehouses for petroleum, cabinet wood, ores, are leased by the city for its own profit.
Without the quay area, but, however, in the immediate vicinity, the port authority moreover owns the storehouses hereafter mentioned, which are also leased:—

1. Royal Custom House.—Area 37,853 square yards, 12,540 of which are covered by large buildings (ground floor, four storeys, and garret, and partly with cellars), and 7,020 square yards of sheds in the court yards, some of them with storey. (Three-fourths of this immense building has quite recently been destroyed by fire.)
2. Montevideo Storehouse.—9,935 square yards, without storey.
3. Hesse House.—1,615 square yards; ground floor, one storey, and garret.
4. Prussian Shed.—3,708 square yards, without storey.
5. Ex-Arsenal.—1,854 square yards; ground floor, two storeys, and garret.
6. Ex-Palace of Festivities.—5,650 square yards, without storey.

38. The warehouses serving as custom houses for goods subject to customs are leased by the month; the tariff to be paid is fixed by customs authority, and cannot be altered without its leave.
Said warehouses are exclusively managed by the customs, who indicate the places where goods are to be located and keep the keys of the compartments. This management is effected under the responsibility of the customs, the city corporation being entirely exonerated from responsibility.
The customs undertake to gather the rent for the premises and pay the amount to the city tax gatherer every quarter; 2 per cent. of the gross receipts is levied by the customs as the cost of their management.
The city corporation has the exclusive direction of the free warehouses, and runs them to the best of its interests. However, the area of such warehouses is subordinate to the bonded goods stored at the custom house, the customs having a right to claim the delivery of whatever storing space which they may be in want of for the proper working of their service.
(See regulations concerning the custom house.)

39. The disembarked goods are allowed to remain on the quay without paying any rent for five working days, beginning on the day after discharging.

Goods which are to be shipped are allowed to remain on the quay without paying any rent for five working days before the loading is begun, as also during the time of loading.

Goods which it has not been possible to ship are allowed to remain on the quay without paying for one working day; same goods are allowed free quay space for shipment for a second and last time only.

The above delay being past, goods on the quays covered by a shed are charged: 0·02 fr. a square metre (1,196 square yards) and a day during the first five days; 0·10 fr. a square metre and a day for the 10 following days; 0·20 fr. a square metre and a day for the days thereafter.

On the quays without sheds the dues are one-half of the above.

Metallurgical products intended for shipment, such as iron in bars, thick plates, rails and rafters, wire, machinery, and pig iron, enjoy double the above delays, and pay only one-half of the above taxes.

The area occupied is measured by the full square, empty spaces included, neglecting the fractions of a metre. Goods which it is possible to pack in bundles will be charged double tax if the bundling is not effected according to instructions.

Timber which is stored under sheds after discharge is taxed according to the tonnage of the vessel it has been imported by. The delays hereafter are granted for timber remaining on the quay.

For a vessel of 200 tons and less 14 running days.
" " 201 to 400 tons and less 17 running days.
" " 401 to 600 " 19 "
" " 601 to 800 " 21 "
" " 801 to 1,000 " 22 "
" " 1,001 tons and above 24 "

The delays are counted from the day after the one on which the vessel has discharged the timber.

After the above delays an extra rent of 0.25 fr. a square metre and a day is to be paid.

Timber intended for shipment is allowed to remain on the quay for eight days; after that time a rent of 0.25 fr. a square metre and a day is required.

40. The Customs (Government) do not levy any taxes on navigation. *See* tariff of custom duty to be paid by the consignees on classes of goods.

Besides the pilotage dues (Government) treated of in the answer to the 24th question, the City of Antwerp levies navigation or dock dues.

For seagoing vessels entering the docks the navigation or dock dues amount to 50 centimes per net Moorsom ton. These dues are to be paid for each voyage whatever the number of voyages effected in a year's time may be. The payment of this tax allows vessels to remain in the docks for two months. After that period they pay six centimes per ton and per month. Any month, once begun, is due in full.

Vessels loading or discharging in the roads or alongside one of the river quays pay for every net ton; for each of the first 10 voyages, 30 centimes; for each of the next 10 voyages, 20 centimes; for each voyage thereafter, 14 centimes.

The above reduction is granted only in case the number of voyages is effected within a twelvemonth counting from the date of the first arrival.

Vessels remaining in the roads without any operations are free from all dues.

Vessels operating in the roads and in the docks in the space of a single voyage are charged dock dues only.

41. The tonnage of seagoing vessels is calculated according to the Moorsom system (the Moorsom ton corresponding to 2,830 cubic metres).

The weight unit for goods is the 1,000 kilogram ton.

42. The port authority possesses no lighters, and levy no dues on overside cargo into lighters.

P.S.—An exception is, however, made for seagoing vessels (sailing vessels) taking in ballast without using the ballast barges of the city service. Such vessels pay in that case 0·60 fr. + 15 per cent. last (2,000 Kilos.) of ballast if the transhipping is done in the docks or alongside the river quays, and 0·55 fr. + 15 per cent. in case the operation be effected in the roads.

For the overside ballast into lighters of the city service the dues amount in the roads to 1·40 fr. + 15 per cent. per last, and in the docks and alongside the river quays 1·55 fr. + 15 per cent.

43. See answer to the 39th question.

44. River and canal sailing craft and steamers, tugboats included, entering the northern docks pay for every ton (Belgian measure, 1,000 kilogram ton):

(a.) Ships of less than 50 tons, 8 centimes, whatever number of voyages may be effected in the course of the year.

(b.) Ships of 50 tons and upwards:

For the 1st voyage	25	centimes.
" 2nd "	22	"
" 3rd "	17	"
" 4th "	12	"
" 5th voyage and each subsequent voyage	5	"

The above reduction will be granted only when the voyages have been effected in the course of the year from the 1st of January until the 31st of December.

The payment of the above dues allows ships to remain in the docks for two months.

After that time they pay 5 centimes a ton and a month. Any month, once begun, is due in full.

There are no special regulations concerning lighters except those obliging skippers of inland craft to provide a mast or rod with a board fixed to it at a height of at least 3 metres above deck, on which board the name of the ship is to be painted in white characters on a black ground, so as to be clearly visible from the quay (see the regulations in question referred to in the answer to the 28th question).

45. No.

46. Certain regular lines dispose of fixed berths in the port. A fixed berth entitles such lines to dispose of it each time when one of the steamers belonging to the lines claims it. Fixed berths have been granted to regular coasting services with the English and continental ports as also to transatlantic and transoceanic lines.

Besides the above privilege all such lines as can justify a properly established regularity enjoy the reduced tariff of navigation dues indicated in the answer to the 40th question.

47. Yes; warships, pleasure yachts, or vessels belonging to nautical clubs, seagoing ships or craft in ballast, with a draught of water under 19 decimetres, and fishing craft are exempted from the obligation of taking a pilot, consequently they do not pay any pilotage dues and are also exempted from the payment of dock dues (except ships in ballast). Vessels entering the port for the sole purpose of using the city graving docks simply pay the dry dock taxes but not the dock dues.

Miscellaneous Appendix

No. 18—continued.

48. Tariff of the port authority for the docks :—

TOWING.	TONNAGE OF VESSELS.											
	85 and Lower.	86 to 171.	172 to 342.	343 to 514.	515 to 685.	686 to 856.	857 to 1,027.	1,028 to 1,199.	1,200 to 1,370.	1,371 to 1,541.	1,542 to 1,712.	Above 1,712.
	Fr.	Fr.	Fr.	Fr.	Fr.	Fr.	Fr.	Fr.	Fr.	Fr.	Fr.	Fr.
From Small Old Dock to Large Old Dock	2	5	8	11	14	17	20	23	26	29	32	35
From Small Old Dock to Kattendyk Dock	4	7	10	14	18	22	25	28	31	34	37	40
From Small Old Dock to Timber Dock or Lefebvre Dock	6	9	12	16	20	25	30	35	40	45	50	55
From Small Old Dock to Kempish Dock or Asia Dock, or America Dock	8	11	15	20	25	30	35	40	45	50	55	60
From Large Old Dock to Small Old Dock or Kattendyk Dock	2	5	8	11	14	17	20	23	26	29	32	35
From Large Old Dock to Timber Dock, or Lefebvre Dock	4	7	10	14	18	22	25	28	31	34	37	40
From Large Old Dock to Kempish Dock or Asia Dock, or America Dock	6	9	12	16	20	25	30	35	40	45	50	55
From Kattendyk Dock to Large Old Dock or Timber Dock, or Lefebvre Dock	2	5	8	11	14	17	20	23	26	29	32	35
From Kattendyk Dock to Small Old Dock or Kempish Dock, or Asia Dock, or America Dock	4	7	10	14	18	22	25	28	31	34	37	40
From Timber Dock to Kattendyk Dock or Kempish Dock, or Asia Dock	2	5	8	11	14	17	20	23	26	29	32	35
From Timber Dock to Large Old Dock or Lefebvre Dock	4	7	10	14	18	22	25	28	31	34	37	40
From Timber Dock to Small Old Dock or America Dock	6	9	12	16	20	25	30	35	40	45	50	55
From Kempish Dock to Timber Dock	2	5	8	11	14	17	20	23	26	29	32	35
From Kempish Dock to Asia Dock or Kattendyk Dock	4	7	10	14	18	22	25	28	31	34	37	40
From Kempish Dock to Large Old Dock or Lefebvre Dock	6	9	12	16	20	25	30	35	40	45	50	55
From Kempish Dock to Small Old Dock or America Dock	8	11	15	20	25	30	35	40	45	50	55	60
From Asia Dock to Timber Dock	2	5	8	11	14	17	20	23	26	29	32	35
From Asia Dock to Kempish Dock or Kattendyk Dock	4	7	10	14	18	22	25	28	31	34	37	40
From Asia Dock to Large Old Dock or Lefebvre Dock	6	9	12	16	20	25	30	35	40	45	50	55
From Asia Dock to Small Old Dock or America Dock	8	11	15	20	25	30	35	40	45	50	55	60
From Lefebvre Dock to Kattendyk Dock or America Dock	2	5	8	11	14	17	20	23	26	29	32	35
From Lefebvre Dock to Large Old Dock or Timber Dock	4	7	10	14	18	22	25	28	31	34	37	40
From Lefebvre Dock to Small Old Dock or Kempish Dock, or Asia Dock	6	9	12	16	20	25	30	35	40	45	50	55
From America Dock to Lefebvre Dock	2	5	8	11	14	17	20	23	26	29	32	35
From America Dock to Kattendyk Dock	4	7	10	14	18	22	25	28	31	34	37	40
From America Dock to Large Old Dock or Timber Dock	6	9	12	16	20	25	30	35	40	45	50	55
From America Dock to Small Old Dock or Kempish Dock, or Asia Dock	8	11	15	20	25	30	35	40	45	50	55	60
From the head of the flood gate into a fore or Junction Dock, or the reverse From a change of berth in one of the Docks or from Junction Dock into Kattendyk Dock, or the reverse	1	2	4	6	9	12	15	18	21	24	27	30

Special tariff, according to the convention between the Government and the Corporation of Antwerp.

For towing craft from the Kempish Canal between the new lock, No. 6, and the gates of Kattendyk Dock :

	Francs.
Empty craft	0·50
Loaded craft under 10 tons	0·50
„ 10 to 50 „	1·00
„ 51 to 100 „	1·50
„ 101 to 150 „	2·00
„ 151 to 200 „	2·50
„ 201 to 250 tons and upwards	3·00

This service is not obligatory. The regulated hours are : from 1st April until 1st October, from six o'clock in the morning until seven at night ; from 1st October until 1st April, from seven o'clock in the morning until six at night. Before or after that time an extra due of 25 francs is to be paid.

Towing at Sea.

The use of a tugboat at sea is not obligatory, and is undertaken by the job. Prices are agreed upon between the captains and the private tugboat owners.

Towing from Antwerp to Flushing and back is undertaken at the approximate terms hereafter :—

	Francs.
Vessels of 200 tons and less	300
„ 201 to 300 tons	350
„ 301 to 400 „	375
„ 401 to 500 „	425
„ 1,000 tons	650
„ 1,500 „	1,000
„ 2,000 „	1,250

Above 2,000 tons special arrangements are made. A second tug is generally supplied with a reduction of one-fourth on the above tariff.

Although certain companies have adopted the same tariffs, the latter are not always applied ; rather important reductions are accepted according to circumstances.

49. Seagoing vessels which entered the Port of Antwerp (Moorsom tonnage).

Years.	Up to 500 tons.	From 500 tons to 1,000 tons.	From 1,000 tons to 2,000 tons.	From 2,000 tons to 4,000 tons.	From 4,000 tons to 6,000 tons.	Above 6,000 tons.	Total Number.	Total Tonnage.
1891 - -	1,168	1,502	1,271	488	31	—	4,460	4,693,238
1892 - -	1,070	1,571	1,196	449	35	—	4,321	4,500,091
1893 - -	1,048	1,663	1,125	554	28	—	4,418	4,692,211
1894 - -	1,045	1,790	1,184	581	40	—	4,640	5,008,983
1895 - -	933	1,802	1,209	652	50	7	4,653	5,363,569
1896 - -	1,020	1,953	1,178	719	57	24	4,951	5,855,111
1897 - -	962	2,029	1,211	792	80	32	5,106	6,215,550
1898 - -	984	2,081	1,148	846	110	29	5,198	6,415,501
1899 - -	960	2,231	1,129	954	115	31	5,420	6,842,163
1900 - -	803	2,358	1,076	839	125	43	5,244	6,691,791

50. Should no exceptional circumstances prevent them from so doing, ships can moor at their berths in the docks within two and a-half to three hours after high water.

It is more difficult to state the time necessary for the discharge of steamers of more than 2,000 tons burthen. In fact, the time depends on a great many circumstances, such as nature of goods, number of hatchways, number of crews of dock workers, number of cranes used, charter party, convenience and arrangements of consignees of cargo, abundance or penury of railway material, &c. As a rule, and vessels laden with timber and quebracho excepted, which want a relatively much longer time, a steamer of 2,000 tons burthen is always discharged within a week's time.

The following are some of the recent examples gathered from the port book-keeping :—

(1.) For a steamer laden with 2,200 tons of iron ore, discharging from three hatchways by means of three cranes, three days.

(2.) For a steamer laden with 2,120 tons of zinc ore and a lot of wheat, two cranes, four days.

(3.) For a steamer laden with timber and sundry goods, about 2,500 tons, eight days.

(4.) For a steamer with 3,500 tons of quebracho wood, 11 days.

51. The official hours of the Customs are: From 1st November to 15th February from half-past seven till noon, and from half-past one till six o'clock; from 16th February to 31st October from seven till noon and from two till seven. The custom officials indeed generally regulate the working hours for the loading and discharge of vessels. It is, however, possible to work before or after their time by applying for leave to the custom authority and by paying the stipulated extra dues.

52. The improvements required by the docks are not important. The machinery is increased as new necessities require. What is most wanted is not an improvement, but a considerable extension ; the latter is projected. It is proposed to build a new dock with 3,128 yards of quay length and 299,000 square yards of water area.

The works are about to be begun, and form only a first step towards extension.

53. There are no such balance-sheets, the Port of Antwerp belonging to a public administrative body who keep no separate account, but is content with a general book-keeping of its management.

Miscellaneous Appendix.

No. 19.

19. REPLIES of H.M. VICE-CONSUL at BREMEN.

(The numbers of the Answers correspond to those in the List of Questions. See Appendix 17.)

1. From the Outer Weser Lightship to Bremerhaven - 32 nautical miles.
From Bremerhaven to Bremen City - - - - 36 „ „
Total - - - 68 „ „

2. From sea to Bremerhaven, 30 feet and more; from Bremerhaven to Bremen ordinarily, 18 feet, sometimes even 19 feet 6 inches; but at times of hard and long prevailing east winds not even 18 feet. All Weser ports are only approached with the tide running up.

3. Bremerhaven 11 feet neap and 16 feet spring; Bremen, 4 feet neap and 6 feet spring.

4. The Bremen docks are tidal basins, and have neither entrance locks nor gates. The entrance to the free port ("Freihafen") has 24 feet of water at low water. 24 feet of water at low water is maintained throughout the entire tidal basin. The depth of the water where the floating docks lie is 33 feet.

5. There are no other locks; in fact, there are no locks at all.

6. Within the Customs Union. The "Safety Harbour" ("Sicherheitshafen") is a small affair for schooners and lighters only. The "Wood Harbour" ("Holzhafen") is now in course of reconstruction. No description of the present state is applicable here. Property of the Bremen State.

The Freeport ("Freihafen") at present the only true dock here. It is 2,000 metres (2,222 yards) long, and 120 metres (400 feet) broad. The area of the bonded territory is 90 hectares (222 acres), and the area of water 215,470 square metres (54 acres). This dock (as those named above), is the property of the Bremen State. The State bought the land upon which the dock is built. The German Empire paid Bremen a lump sum of 12 millions of marks (600,000*l.*), as compensation for the surrender of the privilege of the entire town continuing as a free port, and with the help of this money the dock was constructed. But the German Empire did not contribute this sum for the express purpose of building a dock.

7. The mileage of quays is 13,793 feet (4,000 metres) in the dock. No mileage of quays is in the river.
There is some small mileage of warehouses in the river, but such is in the town and is not approached by sea-going ships.

8. The width of quay space round the dock within the Customs boundary and commencing from the water's edge is as follows:—
A width of 50 feet upon which are placed a double line of rails; sheds 100 feet wide; a further 50 feet with another double line of rails; a public street, 50 feet wide, for carriages and waggons; warehouses, 100 feet wide: and a further width of 75 feet with an additional double line of rails. The sheds are 600 feet long, and there are six on each side of the dock. The warehouses are about 100 feet long. These figures are approximate.

9. No graving docks here. But two floating docks are stationed at the entrance of the basin and approachable in the dock.

10. *Floating Docks*—

	Length.	Breadth.	Depth.
No. 1.	41·4 or 135 ft. 10 in.	14 45 ft. 11 in.	5·5 metres. 18 ft. (English feet and inches.)

Capable of receiving ships of 1,100 register tons.

	Length.	Breadth.	Depth.
No. 2.	60·0 or 196 ft. 10 in.	15·0 49 ft. 2½ in.	5·5 metres. 18 ft. (English feet and inches.)

Capable of receiving ships of 1,700 register tons.

When both are combined—

Length	Breadth.	Depth.
102·0 or 334 ft. 8 in.	14 45 ft. 11 in.	5·5 metres. 18 ft. (English feet and inches

Capable of receiving ships of 2,800 register tons.

These two docks may be drawn out to a total length of 116 metres (about 380 feet).

11. These dry docks belong to the "Actien Gesellschaft Weser," and are the private property of that Company.

12. No State charges. The cost of docking has to be agreed upon privately with the owners of the docks, the "Actien Gesellschaft Weser."
There is plenty of competition in the way of dry docks at Bremerhaven, Geestemünde and Brake.

13. Yes. Very good and efficient repairing shops adjoining the floating docks, and also the property of the "Actien Gesellschaft Weser."

14. (1.) The "Safety Harbour" and the "Wood Harbour" are within the Customs Union, but are under the jurisdiction of the Bremen State.

(2.) The "Freihafen" is bonded and under the jurisdiction of the Bremen State.
There are no other docks here.

15. Railway connection is extensive in all the docks. All the railways are the property of the Imperial Government. All three docks are connected by rail.

16. All the railways round the docks and quays are worked by the Imperial Government, and terminal charges are paid to the Imperial Railways Branch Office at Bremen.

17. Roads in all directions, and river to the sea and up country.

18. None. The only private enterprise existing is the repairing shop of the "Actien Gesellschaft Weser" with its two floating docks.

Within the bonded territory no mill nor factory of any kind may be erected. Manufacture is simply prohibited.

The other two docks which lie within the Customs Union are surrounded with mills and works of every description. None of these stand on Government ground or property.

19. The authority under which the docks stand is the "Department for Docks and Railways," presided over by two of the City Senators. No change has taken place since 1890. The Department is a Government Office under the direct control of the Bremen Senate.

20. About 20 clerks, paid by the Department for Railways and Docks. The three harbour-masters and their staff, with about 10 clerks, 18 harbour officials, and 40 railway officials are also under this Department and paid by it The Superintendent of the Port (Wasserschont) and his clerks, the metereological station, the electric works, the hydraulic works, the establishment for the repairing of nautical instruments are all located in the harbour-house, and all officials are paid by the Bremen State through the Department for Railways and Docks.

Lights and beacons are managed by the Chamber of Commerce, but the office styled "Tonnen und Baken Amt" (office charged with the buoying of the river), is an independent authority under the Senate.

21. The Dock Company (Lagerhaus Gesellschaft), but private competition is permitted.

22. There is no legal obligation, the work being undertaken as a municipal duty by the Bremen State.

23. The Senate of Bremen in agreement with the "Bürgerschaft" (Council of Citizens), have full powers in dealing with the property.

24. (*a*) The Port Master.
The School of Navigation and Pilotage.
Pilotage is not compulsory from the sea to Bremen City, but it is compulsory in all harbours and docks.

Charges for Pilotage.

The charge for pilotage is calculated according to the draught (in decimetres—every 3·9 inches) of the vessel piloted. In reckoning the charge for pilotage all calculations date from the day when the pilot comes on board.
The charge for pilotage is :

I.

For Inward Bound vessels per Metre (ca. 3 ft. 4 in.) draught :—

A.—During the Summer Months.

(From 16th April to 15th September inclusive.)

To Bremerhaven or Geestemünde.

	Per Metre.
1. From sea to Bremerhaven or Geestemünde	23 Mk. 50 Pf.
2. From first buoy to Rothesand Lighthouse	20 Mk. 60 Pf.
3. From Rothesand Lighthouse to Lightship Bremen	17 Mk. 70 Pf.
4. From Lightship Bremen to Hoheweg Lighthouse	15 Mk. 80 Pf.
5. From Hoheweg Lighthouse to Meyerslegde	12 Mk. 90 Pf.
6. From Meyerslegde to Wremen	11 Mk.
7. From Wremen to Bremerhaven or Geestemünde	8 Mk. 10 Pf

To Nordenham.

	Per Metre.
1. From sea to Bremerhaven or Geestemünde	24 Mk. 50 Pf.
2. From first buoy to Rothesand Lighthouse	21 Mk. 70 Pf.
3. From Rothesand Lighthouse to Lightship Bremen	18 Mk. 80 Pf.
4. From Lightship Bremen to Hoheweg Lighthouse	16 Mk. 90 Pf.
5. From Hoheweg Lighthouse to Meyerslegde	14 Mk.
6. From Wremen to Bremerhaven or Geestemünde	9 Mk. 20 Pf
8. From Geestemünde or Bremerhaven to Nordenham	5 Mk. 30 Pf

B.—During Spring and Autumn.

(From 16th February to 15th April and from 16th September to 15th November, inclusive.)

To Bremerhaven or Geestemünde.

	Per Metre.
1. From sea to Bremerhaven or Geestemünde	25 Mk. 40 Pf.
2. From first buoy to the Rothesand Lighthouse	22 Mk. 50 Pf.
3. From Rothesand Lighthouse to Lightship Bremen	19 Mk. 60 Pf.
4. From Lightship Bremen to Hoheweg Lighthouse	17 Mk. 70 Pf.
5. From Hoheweg Lighthouse to Meyerslegde	14 Mk. 80 Pf.
6. From Meyerslegde to Wremen	12 Mk. 90 Pf.
7. From Wremen to Bremerhaven or Geestemünde	10 Mk. 10 Pf.

To Nordenham.

	Per Metre.
1. From sea to Nordenham	26 Mk. 80 Pf.
2. From first buoy to Rothesand Lighthouse	23 Mk. 90 Pf.
3. From Rothesand Lighthouse to Lightship Bremen	21 Mk.
4. From Lightship Bremen to Hoheweg Lighthouse	19 Mk. 10 Pf.
5. From Hoheweg Lighthouse to Meyerslegde	16 Mk. 30 Pf.
6. From Meyerslegde to Wremen	14 Mk. 30 Pf.
7. From Wremen to Bremerhaven or Geestemünde	11 Mk. 50 Pf.
8. From Bremerhaven or Geestemünde to Nordenham	7 Mk.

Miscellaneous Appendix.

No. 19—continued.

C.—During the Winter Months.

(From 16th November to 15th February, inclusive.)

To BREMERHAVEN or GEESTEMÜNDE.

	Per Metre.
1. From sea to Bremerhaven or Geestemünde	31 Mk. 20 Pf.
2. From first buoy to Rothesand Lighthouse	27 Mk. 40 Pf.
3. From Rothesand Lighthouse to Lightship Bremen	23 Mk. 60 Pf.
4. From Lightship Bremen to Hoheweg Lighthouse	21 Mk.
5. From Hoheweg Lighthouse to Meyerslegde	17 Mk. 20 Pf.
6. From Meyerslegde to Wremen	14 Mk. 70 Pf.
7. From Wremen to Bremerhaven or Geestemünde	10 Mk. 80 Pf.

To NORDENHAM.

	Per Metre.
1. From sea to Nordenham	32 Mk. 70 Pf.
2. From first buoy to Rothesand Lighthouse	28 Mk. 90 Pf.
3. From Rothesand Lighthouse to Lightship Bremen	25 Mk. 10 Pf.
4. From Lightship Bremen to Hoheweg Lighthouse	22 Mk 50 Pf.
5. From Hoheweg Lighthouse to Meyerslegde	18 Mk. 70 Pf.
6. From Meyerslegde to Wremen	16 Mk. 10 Pf.
7. From Wremen to Bremerhaven or Geestemünde	12 Mk. 30 Pf.
8. From Bremerhaven or Geestemünde to Nordenham	7 Mk. 20 Pf.

II.

For Outward Bound vessels per 1m. (ca. 3 ft. 4in.) draught :—

A.—During the Summer Months.

(From 16th April to 15th September, inclusive.)

From BREMERHAVEN or GEESTEMÜNDE.

	Per Metre.
1. To Hoheweg Lighthouse	7 Mk. 80 Pf.
2. To Lightship Bremen	11 Mk. 20 Pf.
3. To Rothesand Lighthouse	14 Mk. 20 Pf.
4. To first buoy	16 Mk. 70 Pf.

From NORDENHAM.

	Per Metre.
5. To Hoheweg Lighthouse	11 Mk. 70 Pf.
6. To Lightship Bremen	15 Mk. 10 Pf.
7. To Rothesand Lighthouse	18 Mk. 10 Pf.
8. To first buoy	20 Mk. 60 Pf.

B.—During Spring and Autumn.

(From 1st March to 15th April and from 16th September to 31st October.)

From BREMERHAVEN or GEESTEMÜNDE.

	Per Metre.
1. To Hoheweg Lighthouse	9 Mk. 30 Pf.
2. To Lightship Bremen	13 Mk. 40 Pf.
3. To Rothesand Lighthouse	17 Mk. 20 Pf.
4. To first buoy	20 Mk. 10 Pf.

From NORDENHAM.

	Per Metre.
5. To Hoheweg Lighthouse	14 Mk. 70 Pf.
6. To Lightship Bremen	18 Mk. 80 Pf.
7. To Rothesand Lighthouse	22 Mk. 60 Pf.
8. To first buoy	25 Mk. 50 Pf.

C.—During the Winter Months.

(November, December, January, February.)

From BREMERHAVEN or GEESTEMÜNDE.

	Per Metre.
1. To Hoheweg Lighthouse	12 Mk. 50 Pf.
2. To Lightship Bremen	17 Mk. 90 Pf.
3. To Rothesand Lighthouse	23 Mk.
4. To first buoy	26 Mk. 80 Pf.

From NORDENHAM.

	Per Metre.
5. To Hoheweg Lighthouse	17 Mk. 70 Pf.
6. To Lightship Bremen	23 Mk. 10 Pf.
7. To Rothesand Lighthouse	28 Mk. 10 Pf.
8. To first buoy	32 Mk. —

D.—For pilotage of a vessel from the mouth of the Weser to the Elbe and Eider, and vice versâ, the charge irrespective of size or draught is :—

(*a*) During the summer months, from 16th April to 15th September :—	
To or from the Elbe	60 Mk.
To or from the Eider	80 Mk.
(*b*) During the other months, from 16th September to 15th April :—	
To or from the Elbe	120 Mk.
To or from the Eider	140 Mk

In case a vessel requires a pilot for a port lying further distant, then, provided there be no agreement to the contrary, the charge from or to the Eider is to be paid; and, in addition, the pilot to be re-imbursed for the extra expenses incurred by the journey.

Besides their pay, pilots are entitled to free board as long as they are on board the vessels they pilot.

If the vessel receive two pilots, the second pilot must receive half the amount of the chargeable pilotage fee.

If it be necessary for the pilot schooner to sail forward a stretch, double the amount of chargeable pilotage fee must be paid for the portion sailed.

If an inward bound vessel refuse the services offered by a pilot schooner in the mouth of the Weser, and require and accept those of another schooner further on, then the pilotage fee must be calculated from the point where the pilots first proffered their services. The second pilot is authorised to collect the whole fee for the time being; he receives the fee for the stretch which he piloted, and the pilot who was refused gets the remainder. This condition applies no matter which of the Weser Companies was the first to offer its services.

If a vessel for which a pilot has been ordered be not ready at the time stipulated, or if the vessel's journey be delayed or temporarily interrupted, provided the pilot himself be not the cause of the delay or interruption, demurrage is to be paid, which in the summer months (from 16th April to 15th September) amounts to 6 mk., and in the winter months (from 16th September to 15th April) to 10 mk. daily, *i.e.* for every fresh 24 hours commenced.

This condition holds good if the pilot remains on board at the end of the journey at the master's desire, or in consequence of an order from the quarantine authorities, or owing to "force majeure."

If a vessel return owing to unfavourable weather, then—

(*a*) If the pilot be still on board and the vessel not yet brought into harbour, the demurrage mentioned in the foregoing section must be paid for the second attempt;

(*b*) If the vessel, however, be brought into harbour again, or the pilot be discharged, the chargeable pilotage fee must be paid afresh.

Pilots who are compelled to remain on board an outward bound vessel and go past the spot for which they were accepted, are entitled to the wages, accommodation, and fare of a first mate during the time they remain on board, as well as free passage back to Bremerhaven, including feeding, &c., during same.

If an inward bound vessel pick up pilots to assist the crew, half the pilotage fee must be paid for every pilot taken on board, in so far as the conditions of the German Commercial Code do not apply.

For directing the manœuvring of a vessel while regulating her compasses and changing her position in the roads, the pilot's charge is 15 mk.

In the case of inward bound vessels the pilot is paid on being discharged.

In the case of outward bound vessels the chargeable fee, as well as any other compensation accruing by virtue of the above conditions, must be paid or deposited before sailing.

The ship itself is answerable for the payment of the pilotage fee, which is recoverable through the administrative authorities.

River Pilots.

The Bremen river pilots attend to the service of the river from Bremen City to Bremerhaven, and on the Lesum from Vegesack to Burg. Their schooner is stationed in Bremerhaven Roads. Their charges are shown in the following table:—

	Extra for every Decimetre.	Rate per Draught of 3·00 m.	Metres, 3·00 to 3·10.	Metres, 3·10 to 3·20.	Metres, 3·20 to 3·30.	Metres, 3·30 to 3·40.	Metres, 3·40 to 3·50.	Metres, 3·50 to 3·60.	Metres, 3·60 to 3·70.	Metres, 3·70 to 3·80.	Metres, 3·80 to 3·90.	Metres, 3·90 to 4·00.
From Bremerhaven to	*Marks.*	*Marks.*	*Marks.*	*Marks.*	*Marks.*	*Marks.*	*Marks.*	*Marks.*	*Marks.*	*Marks.*	*Marks.*	*Marks.*
Brake	0·50	7·50	8·00	8·50	9·00	9·50	10·00	10·50	11·00	11·50	12·00	12·50
Vegesack	0·80	12·00	12·80	13·60	14·40	15·20	16·00	16·80	17·60	18·40	19·20	20·00
Bremen	1·20	17 50	18·70	19·90	21·10	22·30	23·50	21·70	25·90	27·10	28·30	29·50
From Brake to												
Vegesack	0·60	8·50	9·10	9·70	10·30	10·90	11·50	12·10	12·70	13·30	13·90	14·50
Bremen	0·90	12·00	12·90	13·80	14·70	15·60	16·50	17·40	18·30	19·20	20·10	21·00
From Vegesack to												
Bremen	0·60	7·50	8·80	8·70	9·30	9·90	10·50	11·10	11·70	12·30	12·90	13·50

and so on in similar proportion.

The same rates will be charged for the distances—
Bremerhaven to Elsfleth,
Bremerhaven to Farge and Ronnebeck,
as the distance from Bremerhaven to Vegesack.

The same rates for—
Brake to Elsfleth,
Brake to Farge and Ronnebeck,
Elsfleth to Farge and Ronnebeck,
Elsfleth to Vegesack,
as for Brake to Vegesack.

The same rates for—
Elsfleth to Bremen,
Farge and Ronnebeck to Bremen,
as for Brake to Bremen.

For voyages from Vegesack to Burg, or *vice versâ*, the tariff Vegesack to Bremen is charged.

The tariff of rates is good for up and down stream, laden or empty vessels, or vessels in ballast, steam and sailing vessels.

The pilotage fee between Freihafen, Sicherheitshafen and Holzhaten, or the Company "Weser," amounts to 6 marks.

The charge for hauling a ship in the above-mentioned harbours is 6 marks.

Miscellaneous Appendix.

No. 19—continued

If a vessel for which a pilot has been retained be not ready at the time appointed for departure, or if its voyage be delayed or temporarily interrupted from no fault of the pilot himself, or through no "force majeure," then demurrage must be paid at the rate of 6 marks daily.

If a vessel in a harbour not mentioned in the foregoing tariff requires a pilot, the shipper must defray any extra expenses incurred in forwarding the pilot on board from the next station.

The Oldenburg Sea Pilot Company at Brake possess a schooner (Oldenburg flag in main-top, W. on the schooner sail), which is usually stationed in Bremerhaven roads. This Company's pilots pilot vessels from Brake and Nordenham to the sea, and vessels from Bremerhaven to Nordenham and Brake. The charges are as follows:—

	16 April to 15 September.	6 February to 15 April, and 16 September to 15 November.	16 November to 15 February.
	Per Metre.	Per Metre.	Per Metre.
	Marks.	*Marks.*	*Marks.*
From Bremerhaven to Nordenham	5·30	7·00	7·20
From Bremerhaven to Brake	7·70	10·10	10·20
From Nordenham to Bremerhaven	3·90	5·20	5·20
From Nordenham to sea	20·60	25·50	32·00
From Brake to Nordenham	4·70	6·50	6·50
From Brake to Bremerhaven	5·70	7·60	7·60
From Brake to sea	22·40	27·70	34·40

(*b*) The pilotage authorities are appointed by the Senate.

(*c*) This is under the independent control of the River Conservancy ("Wasserbau Inspection"). This Board is, like the others, appointed by the Senate and under the authority thereof.

25. A fleet of dredgers, tugs, self-propelling dredgers, barges and hoppers is maintained at the expense of the Bremen Senate.

The income of the Weser Conservancy (*see* Answer 40), of about 30,000*l.* per annum, pays for a portion of the dredging work. An additional 50,000*l.* is, however, spent on the care of the river, including even the "outer Weser" (*i.e.* from Bremerhaven to the sea).

26. The annual cost of dredging is variable; the exact amount cannot be stated. About 75,000*l.* is spent annually to keep the river and docks navigable.

The dredged material is used for filling up swamps and low land. The distance to which it is carried will barely exceed five miles.

The amount dredged cannot be ascertained. It may be mentioned that before 1880 ships drawing more than 4 feet could not come up to Bremen City, whereas ships drawing 18 feet can now do this, in fact, sea-going ships began first to come to Bremen in 1893.

27. The office of lights, beacons, and buoys ("Tonnen und Baken Amt"). The annual expense is about 15,000*l.*

The care of the river banks is undertaken by the River Conservancy (*see* Answer 26). Figures for each of the last 10 years cannot be given.

28. The Bremen State has full powers.

The only bye-law which has been added to the laws already in existence is "The Bremen State is not liable for any damage done to ships in the harbour district of Bremen, or caused to such ships by persons belonging to other ships, or by persons loading or discharging ships, or caused by the imperfect condition of the dock itself, or by the harbour arrangements or by any other circumstance whatsoever." (*See* copy of the harbour regulations.)

29. By electricity.

Goods can be discharged at night if desired. Sunday work is only allowed in cases of urgent necessity, and permission for the work must first be procured.

30. 57 cranes on the quay with 1·50 tons lifting power.
13 cranes on the quay with 2·40 tons lifting power.
15 cranes on the landside with 1·50 tons lifting power.
1 crane on the quay with 4 tons lifting power.
1 crane on the quay with 10 tons lifting power.
1 crane for discharging coal with 30 tons lifting power.
1 floating crane with 40 tons lifting power.

All cranes are worked by hydraulic power except the floating crane, which is worked by steam.

31. No sheer legs. Cranes for exceptional weights, *see* Answer 30.

32. One coal tip crane for 30 tons.

33 No elevators here. Grain is unloaded by the common cranes. Grain is seldom stored here; if stored it is in the common warehouses. Most of the grain coming here is transit. Most of the grain coming to the River Weser is discharged at Nordenham and Brake, where the Bremen grain merchants have their grain warehouses.

34. The cranes load railway waggons or into the shed direct from out the holds of vessels. No floating platforms are here. If ships discharge into lighters they do such by their own gear.

35. In the Freihafen is a separate open-air place reserved for the storage of cedar wood and other kinds of valuable wood. No mineral oils are allowed in the dock. No lairage for live stock is there. No cold-air stores are there. The open-air space for cedar wood, etc., is provided by the authority. There is an open-air place for storing coal, and other open-air places are provided for other kinds of goods.

36. There are 12 sheds, each 100 by 600 feet, making 720,000 square feet approximately. No shed has a storey.
Warehouses being behind the sheds and being separated by a street, have three storeys.

37. Maintained by the authority and leased to private individuals by the authority.

38. Ships discharge their goods into the sheds where the goods are assorted and then are either shipped by rail or drays to anywhere else, or the street cranes lift the goods into the warehouses. The Dock Company supplies the work. The Dock Company is a limited company under the supervision of the Government. It has a statute.

39. If having come by ship - - - - - - - - 4 days.
„ „ rail - - - - - - - - 8 „
„ „ cart - - - - - - - - 2 „
If in sheds or in the open air is all the same. (Sundays and holidays are not counted.)

40. There are no tolls or dues on shipping except the river conservancy fee on goods being in the average one mark per ton, but according to the class of goods varying from 40 pf. (5*d.*) to 180 pf. (1*s.* 10*d.*). This charge is paid by the consignee or shipper of the goods.

The dock dues are :—

Up to 15 days for Steamers - - 4 pf. ($\frac{1}{2}d.$) per one cubic metre (35 cubic feet),
„ „ Sailing ships - - 3 pf. ($\frac{1}{4}d.$) „ „ (35 „ „),
and for both classes of ships for every 15 days or a fraction thereof further 1 pf. per cubic metre (35 cubic feet).

(*a.*) Ships coming in ballast and going in ballast are free.

(*b.*) Tugs and pilot boats are free.

(*c.*) Ships belonging to the German Empire or to the Bremen State are free.

(*d.*) Passenger boats plying on the river and to the Friesian Islands are free.

(*e.*) Ships coming for purposes of repairing are free.

Light Dues for ships above 200 metres (7,060 cubic feet) :—
Sailing ships - - 10 pf. ($1\frac{1}{4}d.$) per one cubic metre (35 cubic feet) } in and out
Steamers - - - 14 pf. ($1\frac{1}{2}d.$) „ „ „ }
The Light Dues include the buoys in the river.

41. Ships have to be entered at the Harbour Master's Office, where the ship's register is produced, by which the Harbour Master takes a note of her net tonnage.

Goods in weight and value have to be declared by the consignee of the goods at the Bremen Statistical Bureau at a fee of 1 pf. for 66 mks., 66⅔ pf. of value, off which income the Chamber of Commerce is paying the clerks of the Statistical Bureau.

42. See River conservancy fee in Answer 40.

The Dock Company and the Government own no lighters. No dues other than the above mentioned conservancy fee are levied on goods discharged outside in private lighters.

43. See Answer 39.

44. Lighters not coming from over the seas pay no harbour dues. Only ships and all kind of ships which come from over the sea pay harbour dues.

There are no special regulations to lighters, because they stand under the common maritime laws, under which every ship stands.

45. No. Private individuals have no wharves, because the banks on both sides of the river from sea to its end of navigation, high up the river, far into the interior of Germany, belong to the Government.

46. The steamers of the North German Lloyd Co. pay light (and beacon) dues by a lump sum. Cannot tell how great this sum is. No other shipowners enjoy a similar privilege.

47. Yes.
Tugs or pilot boats.
Ships belonging to the Gern an Empire, and, or, the Bremen Government.
Fishing boats.
Passenger boats for the river and Friesian Islands.
Ships coming for the sole purpose of repairing.
Ships coming and clearing in ballast.

48. Quite a private agreement, no Government tariff existing. Even so if salvage is rendered. Claims for salvage are mostly settled by the Courts. First Court, the Strandamt, next come the three Law Courts, Londesgericht, Ober-Londesgericht, Reichsgericht.

49.

Ships arrived at	1890.		1891.		1892.		1893.		1894.	
	Ships.	N. R. T.	Ships.	N. R. T.	Ships.	N. R. T.	Ships.	N. R. T.	Ships.	N. R. T
Bremen - - -	1,137	173,404	1,530	317,006	1,610	433,164	1,808	521,607	1,709	641,382
Vegesack - - -	59	5,035	54	6,635	46	5,785	29	5,800	31	4,222
Bremerhaven - -	1,336	1,177,801	1,327	940,115	1,437	918,266	1,667	892,996	1,831	837,564
Geestemünde - -	244	234,824	280	300,304	250	217,517	268	241.816	290	289,273
Nordenham - -	90	94,708	250	455.286	194	371,963	159	311,125	224	368.554
Brake - - -	84	48.037	115	64.868	75	49.683	72	56,711	93	81,680

Miscellaneous Appendix.

No. 19—continued.

Ships arrived at	1895.		1896.		1897.		1898.		1899.	
	Ships.	N. R. T.	Ships.	N. R. T.	Ships.	N. R. T.	Ships.	N. R. T.	Ships.	N. R. T.
Bremen - - -	1,731	651,976	1,729	648,448	1,855	723,206	2,090	848,924	2,048	829,489
Vegesack - - -	38	3,041	93	6,995	86	7,121	37	5,054	44	7,580
Bremerhaven - -	1,751	929,407	2,208	871,347	2,067	1,041,099	2,179	1,276,115	1,719	1,233,309
Geestemünde - -	210	202,197	183	130,643	149	142,719	171	183,138	187	198,952
Nordenham - -	265	312,529	183	274,622	139	256,185	37	44,933	28	35,725
Brake - - -	87	82,511	98	79,608	95	88,688	128	106,636	112	101,693

Statistics have not been kept of the different sizes of ships, and consequently it is impossible to give such information.

50. Cotton steamers of about 2,000 tons net register generally discharge their cargo in four days. The general rule for discharging cotton is 3,500 bales a day. Doing this the time for working is kept up to 10 o'clock p.m. (See Answer 51). Formerly night work was done, but experience showed that no advantage was in it. Discharging never lasts more than eight days, except if they have ballast such as, for instance, phosphate. Grain steamers scarcely ever come here; they generally discharge their cargoes at Nordenham or Brake.

Liners to Great Britain, Norway, and the Baltic remain here their fixed days, from three to seven days, in which they ship and discharge their cargoes.

51. Customs Officials' hours:—

In summer from 6 a.m. to noon } and from 2 p.m. to 7 p.m.
In winter „ 7 „ „ }

They neither regulate nor interfere with labour in the dock.

Labourers' hours are:

In summer from April to September, both months inclusive:—
From 6 a.m. to noon.
From 1.30 p.m. to 7 p.m.

In winter from October to March, both inclusive:—
From 7 a.m. to noon.
From 1.30 p.m. to 7 p.m.

The dock company's office is open in summer from 7 a.m. to 7 p.m., in winter from 8 a.m. to 7 p.m.

52. No, they are perfect, but require extension. The "Wood Dock" is now in course of reconstruction. Two more tidal basins are now building, each about two nautical miles in length. At the lower end a huge shipbuilding yard of about 46 hectares (113½ acres) ground will be built. Time for completion 1905. The City has stored 22,000,000 marks (1,100,000*l.*) for extending this dock.

53. No balance sheet has ever been published.

20. Replies of H.M. Vice-Consul at Bremerhaven.

(The numbers of the Answers correspond to those in the List of Questions. See Appendix 17.)

1. About 50 Kilometers (31·069 miles).

Port of Geestemuende (Prussia). About 51 Kilometers (31·671 miles).

2. Bremerhaven.—Depth at high water and under ordinary circumstances allows vessels having a draught of 9·50 meters (31·16 ft.) to reach Bremerhaven Docks.

Geestemuende.—The same.

3 Bremerhaven.—Ordinary low water 10·25 inches above normal point ("zero").

„ high „ 140·16 „ „ „ „

Spring tides vary only slightly from neap tides. The height of water depends principally on direction of wind. Bremerhaven zero is situated at 6·573 ft. under the mean North Sea level.

Geestemuende.—Same.

4.—Bremerhaven.	Breadth.		Depth. (Ordinary high water.	Chamber. Length.	Chamber. Breadth.
"Alter Hafen" - - - - - -	36·08 ft.	-	19·22 ft.	164 ft. / 137·76 ft.	85·28 ft.
"Neuer Hafen" - - - - - -	72·16 ft.	-	24·96 ft.	—	—
"Kaiser Hafen."—Small "Kaiser lock" -	55·76 ft.	-	25·78 ft.	—	—
Large "Kaiser lock" -	91·84 ft.	-	34·63 ft.	730·09 ft. / 656 ft.	147·6 ft.

Geestemuende.

Dimensions of Lock.

Length - - - - - - - -	787·2 ft.
Breadth - - - - - -	252·56 ft.
Depth (ordinary high water) - - - -	22·96 ft.

5. Bremerhaven.—Lock communicating between the "Neuer Hafen" and the "Kaiser Hafen," 52·48 feet wide and 24·79 feet deep.

Geestemuende.—No other locks.

6. "Alter Hafen" 17·79 acres, "Neuer Hafen" 20·435 acres, "Kaiser Hafen" 63·13 acres. These belong to the State of Bremen.

Geestemuende.—

Principal Dock - - - - -	16 acres.
Principal Canal - - - - -	3·95 acres.
Cross Canal - - - -	3·46 „
Petroleum Dock - - - - -	2·718 „
Timber Dock - - - - -	7·413 „
Fore Harbour - - - - -	3·21 „
In "Geeste" River - - - -	7·586 „
Fishery Harbour - - - - -	21·993 „

7.

In Geeste River - - - -	918·4 feet
Alter Hafen - - - - - -	4,657·6 „
Neuer Hafen - - - - - -	5,034·8 „
Kaiser Hafen - - - - - -	8,790·4 „
R. Weser - - - - - - -	656 „

Geestemuende.—

Geestemuende Dock proper - - -	8,528 feet.
Geeste River - - - - - -	2,460 „
Fishery Harbour - - - - -	4 264 „

Geestemuende.—Same.

8. Bremerhaven.—The breadth of quays varies between 26 and 49 feet.

9. Bremerhaven.—Two, one belonging to the Bremen State "Kaiser Dock," the other belonging to the North German Lloyd S.S. Company.

No other graving docks immediately adjoin, but there are six graving docks belonging to two companies in close proximity in the Geeste River.

Geestemuende.—None, but above remark applies here also.

Miscellaneous Appendix.

No. 20—continued.

10.—Bremerhaven.—The dimensions of the older wooden dock (accommodating two ships) are—

Length - - - -	344·4 feet — 419·84 feet.
Breadth - - - -	56·4 feet.
Depth - - - -	22·96 feet.

The dimensions of the new Kaiser Dry Dock (masonry) are—

Length - - - -	741·28 feet.
Breadth - - - -	91·84 feet.
Depth - - - -	35·29 feet.

Geestemuende.—No graving docks.

11. Bremerhaven—1 Wooden Dock to North German Lloyd.
1 Masonry Dock to Bremen State.

Geestemuende.—No dry docks.

12.—Bremerhaven.—"Kaiser" Dry Dock.

Ships up to 5,000 gross reg. tons £75 first day, £25 for each day after.

Ships from	5,000	to	6,000	reg.	tons	£100	first day	£30	for each day after.		
„	„	6,000	„	7,000	„	„	£125	„	„	£33 15s.	for each day after.
„	„	7,000	„	8,000	„	„	£150	„	„	£37 10s.	„ „
„	„	8,000	„	11,000	„	„	£150	„	„	£50	„ „
„	over	11,000			„	„	£150	„	„	£60	„ „

The above charges are inclusive. Fractions of days count as whole days. On Sundays and holidays a proportionate extra charge is made. Stagings are erected and removed at a charge of 9¾d. per running meter (39·37 inches). Special arrangements are made for docking damaged vessels.

German men of war are not affected by this regulation.

Geestemuende. — No graving docks adjoining Geestemuende docks, but six dry docks belonging to Seeleeck & Co. and Tecklenborg Company are situated in proximity in the River Geeste.

13. Extensive repairing shops belonging to the North German Lloyd Company. Repairing shops will also be erected adjoining the Kaiser Dock.

14. Bremerhaven.—Jurisdiction of Port Authorities extends solely to Bremerhaven Harbour proper.

Geestemuende.—Same.

15. Bremerhaven.—The Prussian Railway Geestemuende. Bremen is connected with docks by special railway lines.

Geestemuende.—Same.

16. Bremerhaven.—The Prussian Government Railway authorities work the lines around the docks, and to them charges are paid.

Geestemuende.—Same.

17. Besides the railway connection with the interior there is also communication with the latter by the River Weser.

18. Bremerhaven.—The Dock Authority permits private persons to erect sheds and warehouses within its jurisdiction against payment of a yearly rent of 6*d*. (to 4¾*d*.) per square meter (10·76 square feet) of ground covered.

Geestemuende.—Same. Rent at 3*d*. per square meter (10·76 square feet).

19. Bremerhaven—

(I.) Matters concerning works, as also working of locks, lighting of docks, &c., regard the Harbour Works Inspection Board.

(II.) Administration and police and special matters relating to charges, &c., concern the dock authority.

(III.) The management of the docks is in the hands of the Harbour Masters.

(IV.) These authorities are all under the superintendence of the Board for Harbours and Railways in Bremen.

Geestemuende.—I., II., III. above apply here.

The Geestemuende Harbour Authorities are under the control of the Government Authorities in Stade.

20. Bremerhaven.—1 "Baurath" (high official in Department of Public Works).
1 "Baumeister" (official in Department of Public Works).
3 Engineers.
58 Other lower officials.
2 Harbour masters.
All are officials of the State of Bremen.

Geestemuende.—1 "Landrath," president of the Harbour Board.
1 "Baurath."
2 Harbour master.
4 Engineers.
48 Other lower officials.
All Prussian Government officials.

21. Bremerhaven.—Private firms.

Geestemuende.—Ditto.

22. No obligation.

23. Bremerhaven.—The Harbour Authority has no power to alienate property belonging to the docks without the sanction of legislative corporations.

Geestemuende.—Same.

24. Bremerhaven.

(*a.*) Pilotage Board in Bremen ; not compulsory.

(*b.*) i.—For incoming vessels.

For every meter of draught :

From April 16 to September 15 - - - - - -	Mks.23.50pfgs. (£1 3s. 6d.)
From September 16 to November 15, and from February 16 to April 15 - - - - - - - - - -	Mks.25.40pfgs. (£1 5s. 5d.)
From November 16 to February 15 - - - - -	Mks.31.20pfgs. (£1 11s. 2½d.)

ii.—For outgoing vessels.

From April 16 to September 15 - - - - - -	Mks.16.70pfgs. (£0 16s. 8¼d.
From March 1 to April 15 and from September 16 to October 31 - - - - - - - - - -	Mks.20.10pfgs. (£1 0s. 1d.)
November, December, January, and February - -	Mks.26.80pfgs. (£1 6s. 9½d.)

(*c.*) Board for Buoys and Beacons ("Tonnen Baken Amt") in Bremen.

Geestemuende.—

(*a.*) Pilotage Board in Bremen.

(*b.*) Same as Bremerhaven.

(*c.*) Department of Public Works.

25. Bremerhaven.—By the Tonnen und Baken Amt in Bremen, who defray the expenses from the lighthouse, buoys, and beacon dues collected.

Geestemuende.—Same.

26. Bremerhaven.—The total yearly cost of dredging amounts to £10,000 in round figures. Three dredgers are available and dredge 327·5 cubic yards and 262 cubic yards per hour.

Dredged material is deposited on the opposite shore, which is at an average distance of one kilometer (less than one mile from Bremerhaven).

Since the opening of the new Docks ("Kaiser Hafen" extension in 1897) about 85,150 cubic yards of material are annually dredged at a cost of about $3\frac{7}{10}$d. per cubic meter (1·31 cubic yards). Further particulars are not obtainable.

Geestemuende.—Annual cost of dredging £9,350. Three dredgers giving same results as above. Dredged material deposited on opposite shore at Blexen, at about two kilometers (2,187 yards) distance. In 1900, 529,240 cubic yards were dredged.

27. Bremerhaven.—Tonnen und Baken Amt (Buoys and Beacons Board) in Bremen with Buoying, and the Department of Public Works (for Rivers, Canals and Harbours) for the three border States, Oldenburg, Prussia and Bremen, with surveying, and protection of the banks. Further particulars not obtainable.

Geestemuende.—Same as above.

28. Bremerhaven.—All laws and regulations regarding the use of the docks are enacted by the Senate of the Free and Hanseatic City of Bremen.

Geestemuende.—All port regulations emanate from the Ministry of Commerce in Berlin.

29. Bremerhaven.—By electricity and gas. Goods are also discharged at night.

Geestemuende.—Same.

30. Bremerhaven.—In the "Alter Hafen."
3 Hand cranes (7·5, 5 and 2 tons respectively).

In the "Neuer Hafen :"
2 Hand cranes of (12·5 and 8 tons respectively.)
2 Moveable steam cranes of 1·5 tons each.
1 Revolving steam crane of 75 tons and 10·20 meters (11 yards) range.

In the "Kaiser Hafen :"
1 Hand crane of 20 tons.
1 Moveable steam crane of 1·5 tons.
1 Stationary revolving crane (hydraulic) of 30 tons and 12 meters (13 yards) range.
1 Stationary revolving crane, worked by gas, of 20 tons and 12 meters (13 yards) range.

In the "Kaiser Dock :"
2 Turret cranes 50 tons each, with moveable range from 1·50 meters (1½ yards) to 7·50 meters (8 yards).
1 Turret crane of 150 tons, with moveable range up to 14 meters (15½ yards).

Geestemuende. -14 hydraulic cranes of 2 tons each ; 1 large hand crane, and one small hand crane of 10 and 5 tons respectively.

Fishery Harbour.—1 hand crane of 5 tons.

In "Geeste" River.— Do. do. 4 do.

Miscellaneous Appendix.

No. 20—continued.

31. Bremerhaven.—
1 sheer legs of 45 tons.
1 turret crane of 150 tons (already mentioned).

Geestemuende.—None.

32. None.

33. Bremerhaven.—North German Lloyd own two grain elevators, working 75 and 120 tons per hour.

Geestemuende.—None.

34. Bremerhaven.—Yes.

Geestemuende.—Yes.

35. Bremerhaven.—There are facilities for the storage of petroleum, timber, &c.

Geestemuende.—Ditto.

36.—Bremerhaven.—Nine sheds for transit goods, with an area of 32,950 square yards, belonging to the Bremen State.

Geestemuende.—Five sheds for transit goods, with an area of 15,847 square yards, belonging to the Prussian State.

37. Bremerhaven.—Warehouses belong to private persons.

Geestemuende.—Warehouses belong to Prussian State and to private persons.

38. Bremerhaven.—Warehouses (one-storied) partly belonging to the State and partly to private firms. Are without mechanical appliances. Statutes do not exist.

Geestemuende.—Warehouses, property of the State, are in part provided with hydraulic lifts, and their management concerns the State, and are run by the Railway Department.

There are only a few private warehouses. Loading and unloading are also seen to by the railway authorities.

Part of the warehouses (used for grain, wool, wine, &c.) are four-storied. Others for cotton are one-storied.

39. Bremerhaven.—Yes. But imported goods must be removed from sheds within five working days after complete discharge of the ship in question. Export goods can only remain in sheds in winter ten days, and in summer fourteen days.

Geestemuende.—Same.

40. Bremerhaven.—Goods pay no dues.

There are only Dock dues ("Hafen Geld.") Ships going into any dock at Bremerhaven pay 6 pfennigs ($1\frac{2}{25}$d.) per cubic meter (1·31 cubic yard) of carrying capacity. Ships over 6,800 cubic meters (8,908 cubic yards) going through the new lock in the Kaiser Hafen ("Kaiser Dock") pay 30 pfennigs ($3\frac{6}{10}$d.)

Ships of over 6,800 cubic meters (8,908 cubic yards) with part cargo going into any dock pay 30 pfennigs ($3\frac{6}{10}$d.

There are in addition pilot dues (if pilots are employed) and other small dues, such as for taking to berths along quays, about 30 marks (£1 10s.) for large steamers, doctor's fees, quarantine, and one pfennig per bale of cotton for watch money. The ship pays all dues.

Geestemuende.—Ships pay four pfennigs ($1\frac{2}{25}$d.) per cubic meter (1·31 cubic yard) carrying capacity.

41. Bremerhaven.—Taken from ship's register.

Geestemuende.—Same.

42. Bremerhaven and Geestemuende.—None.

43. Bremerhaven.—No; as long as goods are removed from quays within 15 days.

Geestemuende.—Same.

44. Bremerhaven.—No.

Geestemuende.—No.

45. Bremerhaven.—No.

Geestemuende.—No.

46. Bremerhaven.—Special berths are reserved in the Kaiser Hafen for the North German Lloyd Steamers, and for fishing steamers in the Alter Hafen.

Geestemuende.—No. Steam trawlers put up in the Fischerei Hafen (Fishery Harbour) and River Geeste.

47. Bremerhaven.—German men-of-war and ships belonging to the Imperial German Yacht Club are exempt.

Geestemuende.—German men-of-war, ships belonging to the Imperial German Yacht Club, pilot boats, and fishing boats are exempt from the ordinary dues.

48. There is no tariff. Payment is made by arrangement.

49. Shipping statistics since 1890:

Bremerhaven—

1890	—1,622	sea-faring	vessels	Reg. tons	1,240,000
1891	—1,374	„	„	„ „	1,053,775
1892	—1,214	„	„	„ „	1,020,565
1893	—1,474	„	„	„ „	982,434
1894	—1,526	„	„	„ „	986,391
1895	—1,558	„	„	„ „	987,257
1896	—1,433	„	„	„ „	960,342
1897	—1,733	„	„	„ „	1,221,856
1898	—2,201	„	„	„ „	1,445,408
1899	—1,911	„	„	„ „	1,389,695

Geestemuende—

1890	— 638	„	„	„ „	312,579
1891	— 817	„	„	„ „	393,412
1892	— 731	„	„	„ „	297,718
1893	— 936	„	„	„ „	339,802
1894	—1,045	„	„	„ „	352,977
1895	— 813	„	„	„ „	292,627
1896	— 690	„	„	„ „	194,481
1897	— 632	„	„	„ „	208,256
1898	— 712	„	„	„ „	276,633
1899	— 716	„	„	„ „	287,441

Further particulars not obtainable.

50. Bremerhaven.—Cotton steamers with 25,000 bales of cotton are discharged, as a rule, within 5 days. 38 vessels of 133,620 cubic yards carrying capacity, their cargoes consisting of cotton, grain, piece goods, &c., were discharged last year in one week. Further particulars unobtainable.

Geestemuende.—Information not received.

51. Bremerhaven.—Customs officials hours are:

October to February, (inclusive):

7.30 a.m. to midday.

1.30 p.m. to 6.30 p.m.

March to September (inclusive):

7 a.m. to 12.

2 p.m. to 7 p.m.

Working hours in the Docks are

Summer, 6 a.m. to 6 p.m.

Winter, 6.30 a.m. to 6 p.m.

North German Lloyd's working hours are, winter and summer:

7 a.m. to 6.30 p.m.

Geestemuende.—Same.

52 Bremerhaven.—Extension of docks has been contemplated, but has not yet been decided on

Geestemuende.—Above applies here also.

53. Bremerhaven.—

Year.	Receipts.	Expenditure.
	£	£
1895	17,280	20,689
1896	16,206	22,447
1897	32,515	27,477
1898	48,088	36,240
1899	53,923	34,516

Geestemuende.—

1895	4,520	10,377
1896	3,603	9,962
1897	8,216	18,789
1898	10,115	18,726
1899	11,315	17,141

Miscellaneous Appendix.

No. 21.

21. Replies of H.M. Consul at Dunkirk.

(The numbers of the Answers correspond to those in the List of Questions. See Appendix 17.)

1. The nearest lock is 1,121 yards, and the furthest point of the most distant dock is 3,308 yards from the sea.

2. By an entrance channel between two piers.

	Ft.	in.
Length of channel	3,115	0
Width of entrance	426	0
Width near lighthouse	655	0
Depth of water at ordinary spring tides	27	10*
" " " neap tides	24	6*

* These are the Chamber of Commerce figures, but the continued dredging has increased the depth by several feet.

3. Rise of spring tides 19 feet 4 inches above zero of the Marine charts.
Rise of neap tides 16 feet above zero of the Marine charts.

4.

Name of Lock.	Net Length.	Breadth.	Depth at Low Water.
	Ft. in.	Ft. in.	Ft. in.
Trystram (or North)	557 8	82 0	16 4
West	383 10	68 10	5 1
Citadel (Commercial)	173 10	42 7	1 5

5. There are none. All the docks are in communication.

6.

Name.	Water.	Land.
	Acres.	Acres.
Commercial Dock	13½	12⅓
Marine Dock	7½	
Inner Dock	6⅙	
Freycinet Dock	76½	131½
Total	103⅔	143⅚

The docks belong to the State.
The amount expended on harbour and docks was :—

	£.
From 1880 to 1890	1,894,000
From 1890 to 1900	794,800

The Town and Chamber of Commerce advanced 1,240,000*l.* to the State by a loan authorised by law in 1884, the interest being paid from dues on shipping. The principal to be repaid by the State within 20 years by half-yearly payments.

	£.
Loan from the Town	*300,000
Subsidy from the Chamber of Commerce	180,000

* This has been repaid by the State.

To cover these advances tonnage dues are levied on ships entering the port, viz. :—

54 centimes per net register ton for the Town.
16 centimes per net register ton for the Chamber of Commerce.

Total - - 70 centimes, or rather over 6½*d.* per net register ton.

7. Tidal harbour - - - - - - - - - 1,175 yards.
Docks - - - - - - - - - - - 8,044 "
TOTAL - - - 9,219 yards, or nearly 5¼ miles.

8. The average width of the quays round the tidal harbour is 26 yards.
The width of the quays round the old docks is from 16 to 32 yards, and of those round the Freycinet docks from 65 to 110 yards.

9. Four; approached through the docks.
No others.

10.

Name.	Extreme Length of Dock.	Length on the Blocks.	Breadth at Gates.		Depth on Sill.
			On Sill.	At Top of Gates.	
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
Dry dock, No. 1 -	352 8	324 9	45 11	67 7	21 2
„ „ No. 2 - -	352 8	324 9	45 11	64 4	26 1
„ „ No. 3 - - -	282 7	249 4	45 11	64 4	21 2
„ „ No. 4 - - - -	601 2	556 1	68 9	90 3	26 6

11. They belong to the State.

12.

	Pumping Dock.		Dock Dues. Per Day.	
	Per Gross Reg. Ton.		Per Gross Reg. Ton.	
	F. C.	£. s. d.	F. C.	£. s. d.
Any size vessels up to 1,000 tons { No. 2 dock -	—	11 - -	—	3 -
Any size vessels up to 1,000 tons { No. 4 „ -	—	20 - -	—	4 16 -
Each and every ton above 1,000 tons up to 3,000 tons	0 20	—	0 05	—
„ „ 3,000 tons -	0 10	—	0 03	—
For No. 3 dock.				
Any size vessel up to 300 tons - - - - -	—	4 16 -	—	1 12 -
Each and every ton above - - - - -	0 20	—	0 05	—

Dry dock No. 1 is not used.

13. No.

14. The officials of the "Ponts et Chaussées" have jurisdiction also over the Port of Gravelines, but the Harbour Master has authority only over the Port of Dunkirk.

15. The Northern Railway of France.
No railway owned by dock authority.

16. They belong to the Northern Railway Company of France, and are worked by the company.
There are no extra charges for passing trucks to quays.

17. Canal communication with all parts of France, also by Canal de Furnes to Belgium.
The docks are open with roads in all directions.

18. There are no "lay-byes" or works, although there was an idea at one time to let some land near the docks for engineering works.

19. The Harbour Master is under the Government Department of the "Ponts et Chaussées."
There has been no change.

20. All the staff is dependent on the Ministerial Office of Public Works.
"Ponts et Chaussée" Department at Dunkirk consists of one chief engineer, two engineers, and a number of assistant engineers and clerks for carrying on the works and general direction.
Harbour Office: One harbour master, three deputy harbour masters, and 14 dock masters for the movements of shipping in port, &c.
No change during the year.

21. Independent stevedores.

Miscellaneous Appendix.

No. 21—continued.

22. The docks are the property of the State.

23. The docks are the property of the State.

24. The pilotage is under the authority of the Naval Administration. The tariff is fixed by Decree as well as the rights and duties of the pilots and masters of ships.

The pilotage service is, for administrative purposes, under the control of two Boards called the Administrative Board and the Superior Board.

The Administrative Board is composed of—

The Commissary of Marine—President.
Chief Officer of the Pilotage
Chief Pilot.
Senior Pilot.

The Superior Board consists of—

The chief of the Naval Service—President.
The Commissary of Marine.
Three Merchant Shipowners named by the Chamber of Commerce.
Two Pilots elected annually by their fellow pilots.

The following pilotage is compulsory :—

	Sailing Vessels. Per Reg. Ton.	Steamers Per Reg. Ton.
	F. C.	F. C.
From or to roads, loaded - - - - - - - - - -	0 20	0 10
„ „ in ballast - - - - - - - - - -	0 10	0 10

Pilotage is compulsory on all tugs not belonging to the Port of Dunkirk when employed in towing a vessel in or out of the port, and amounts to one-third of the compulsory pilotage paid by the vessel towed.

Sailing vessels under 80 tons are exempted from compulsory pilotage, also steamers under 100 tons, except tugs when employed in towing, as stated in the preceding paragraph.

Pilotage not compulsory :—

	Net Register Ton.		
	Sailing Vessels.	Steamers.	
	F. C.	F. C.	
Sea Pilotage - - -	0 20	0 10	From between Dungeness and Calais to Dunkirk Roads.
Ditto - - -	0 10	0 05	From Calais to the west, Ostend to the east, or Ruytingen to the North to Dunkirk Roads.

The "Ponts et Chaussées" deal with the silting up of entrance channel and accumulation of refuse.

25. The work of dredging is done by the administration of the "Ponts et Chaussées," the expenses bein borne :

1. For ordinary dredging, by the maintenance und voted annually in the Budget.
2 For improvements, by special funds granted by the State.

26. Cost of Dredging.

Year.	Inside the Docks.	Outside the Docks.
	£.	£.
1897 -	1,186	19,840
1898 - -	600	20,160
1899 -	820	17,880

There are 4 Suction Dredgers :—

Name.	Length.	Breadth.	Depth.
	Ft. in.	Ft. in.	Ft. in.
Dunkerque 1 - - -	137 9	27 2	11 1
„ 3 - - - -	137 9	27 2	11 1
„ 4 - - - - -	177 1	31 2	13 5
Porteur Refondeur 1 - -	155 10	27 2	10 11

There are 3 Bucket Dredgers :—

Name.	Length.	Breadth.	Depth.
	Ft. in.	Ft. in.	Ft. in.
Flandre - - - - - -	112 2	27 10	9 2
Avant Port - - - -	108 3	19 8	8 2
Calais - - - - -	108 3	19 8	8 2

There are also 2 Priestman Dredgers. These two dredgers consist of wooden pontoons 58ft. 6in. long, 23ft. 11in broad, and 4ft. 11in. deep, carrying a Priestman crane.

The dredged material is carried out to sea to a distance of 2 to 6 miles and deposited outside the roads. The quantity during the last 10 years was as follows :—

Year.	Quantity.	Year.	Quantity.
	Cubic yards.		Cubic yards.
1890 - - -	770,430	1895 - - -	835,460
1891 - - -	788,331	1896 - - -	1,070,932
1892 - - -	805,155	1897 - - -	1,354,914
1893 - - -	832,651	1898 - - -	1,428,082
1894 - - -	815,939	1899 - - -	1,482,285

27. The State.

The cost of buoying, including the three light-vessels "Snouw" "Dyck" and "Ruytingen" from 1890 to 1900 amounted to a yearly average of 4,748*l*.
Soundings cost annually 240*l*.

28. The Prefect of the Department. See "Reglements de Police."

29. By gas, and a part of them by electric light.
Goods are discharged at night with the permission of the Customs.

30. The Chamber of Commerce owns and holds at the disposal of merchants and others—

1	Floating steam crane of 40 tons.
1	„ „ 10 „
5	Hydraulic moveable cranes of 3 tons each.
3	„ „ „ 2 „
16	„ „ „ 1½
Total - -	26

Belonging to private companies—

20	Floating steam cranes of from ¾ to 5 tons each
10	Steam cranes from ¾ to 1½ tons each
24	Hand cranes from 1 to 2 „
Total - -	54

The Northern Railway Company has also on the quays—

1	Fixed hand crane of 15 tons.
1	„ „ 6 „
8	Moveable crane of 1½ to 5 tons each
Total -	10

Altogether a total of 90 cranes.

Miscellaneous Appendix.

No. 21—continued.

31. No sheer legs. There is the 40-ton crane.

32. No special appliances.

33. No.

34. Yes.

35. Timber is supposed to remain only a short time on the quay. There are no arrangements for storing it.

The Customs bonded warehouses, managed by the Customs and Chamber of Commerce, are adapted to receive all kinds of goods.

Reservoirs (the property of a Paris Company) for lubricating oil have been built about 100 yards from the quay and are connected with it by pipes.

The petroleum reservoirs, also the property of a company, which are about a mile and a-half distant, have pipes direct to the quay.

There are no cold-air stores.

For live stock there is a special shed well fitted with mangers and troughs for cattle, horses, and sheep. Water is laid on for the animals and for cleaning the shed. This building belongs to and is worked by the Chamber of Commerce.

36. Besides the Customs bonded warehouses contiguous to the quays, the Chamber of Commerce has built on the quays two warehouses (a third is building), and seven lock-up sheds open to the public.

The two warehouses (one for sugar and the other for wool) are four stories high, and have a total area of 11,481 square yards. The seven sheds are of one storey with a total area of 27,384 square yards.

There are also 13 sheds belonging to steamship lines or companies on or alongside the quays of the docks and tidal harbour.

37. The seven sheds and two warehouses were built by the Chamber of Commerce on land given by the State. These buildings are maintained and worked by the Chamber at its own expense, and it is authorised to levy dues on goods placed therein.

38. At Dunkirk, as in all French ports, the dues levied by the State, the Town, or the Chamber of Commerce, fall on ships and not on merchandise. Merchandise, excepting Customs and statistical dues, and the occasional expense of disinfection if coming from an infected port, has only to pay cost of manipulation.

Weighing and measuring, if required to determine the amount of freight, are borne equally by ship and cargo unless there is an agreement to the contrary. These operations are performed by a corporation of sworn weighers constituting an official institution according to a regularly approved and equitably established tariff.

Goods arriving by sea at Dunkirk may, at merchant's option—

(*a*) Be sent on at once by rail or canal. All the quays are provided with railways, and are accessible to canal craft which renders these operations very rapid and economical.

(*b*) Be deposited on the quay on gratings and covered with tarpaulins, without payment of quay rent for a space of time which is officially unlimited, being only subject to the exigencies of the work of the port and the goodwill of the dockmasters. In practice this tolerance is very great and often leads to abuses.

(*c*) Be deposited in the public sheds on the quays. There is, in general, no charge for entering or leaving; the receiver has the goods manipulated as he wishes, simply conforming to general rules as to the height of the different lots according to the nature of the goods, which must be stacked as follows:—

16 layers for packages of	2 cwt. or under.	
14 „ „	of 2⅔ „ „	
12 „ „	over 2⅔ cwt.,	nitrate excepted.

The rent for sheds is low. The tariff confirmed by ministerial decision, dated 12th October 1897, is as follows:—

	F.	C.	
For a period of 5 days (minimum) - -	0	05	per ton.
During the 5 following days - - -	0	01	„ per day.
„ „ 10 „ „ - - -	0	02	„ „
„ „ 10 „ „ - - -	0	03	„ „
If more than 30 days - - - -	0	0233	„ „

This charge for rent does not include insurance against fire, damage, or theft.

(*d*) Be deposited in public or private warehouses. Besides Customs bonded stores there are public warehouses on the quays reserved for sugar and wool. The work of receiving and delivering is done by the Chamber of Commerce, the holders of the concession, by means of hydraulic and electric machinery of the most modern type. The tariff is low, 50 centimes per ton for sugar and 75 centimes per ton for wool.

	F.	C.	
Warehouse rent per ton: Sugar 1st month indivisible - - -	0	60	
3 following months - - -	0	70	per month.
afterwards - - - - -	1	00	„
Wool 1st month indivisible - - -	2	00	
afterwards - - - -	1	00	per month.

Fire insurance is effected by the Chamber of Commerce, and paid by depositor at the rate of 30 centimes for 40*l.* value per month. It is compulsory on sugar.

The Bonded Sugar Warehouse, which will hold 230,000 sacks is on the same system as the "Magasins Généraux," and receipts and warrants transferable by endorsement are delivered according to the Law of 28th May 1858, and the Decree of 12th March 1859. Before delivering warrants the Chamber can verify the contents of packages, and gauge and weigh the goods at the expense of the depositor. Receipts and warrants are issued in the same manner for wool.

Any merchant wishing to hold a public sale of wool must make an application eight days before the sale, and besides the expense of lotting the goods, warehouse rent and labour, approved by Decree of 15th April 1899, pay 10 centimes per 100 francs of the value to the Chamber of Commerce.

Putting in and taking out of Customs Bonded Stores is done by an official contractor at an approved tariff of 1 franc per ton. Warehouse rent 1 franc per ton per month, for mineral oil 80 centimes per ton per month.

In private warehouses the warehousing and delivery are effected by the warehouse keeper. Rent varies according to supply and demand.

Goods exported are usually given the same facilities as to imported goods (except sugar which, unless exporte within a reasonable time, must be put into the special warehouse), and can remain on the quay free of rent for a practically* unlimited time, or be put in the sheds at the economical tariff already referred to.

39. No.

40. Compulsory port dues on shipping :—

Dues.	Per Net Register Ton. From European Ports.	Per Net Register Ton. From other Ports.	Collected by—
	F. C.	F. C.	
Navigation or quay* - - - -	0 50	1 00	Customs for State.
Sanitary* - - - - -	0 10	0 15	- - Ditto.
Municipal or harbour† - - -	0 54	0 54	Customs for Town and Chamber of Commerce Loan.
Tonnage† - - - - - - -	0 16	0 16	Customs for Chamber of Commerce.
Chamber of Commerce - -	0 10	0 10	Customs for Chamber of Commerce port gear and appliances.
Lock dues - - - - - - -	0 06	0 06	" Ponts et Chaussées " for lock service.
Sweeping quays - - - - -	0 01	0 01	" Ponts et Chaussées " to cover expenses.
Lifeboat (customary, but not compulsory).	0 00½	0 00½	Brokers.
	1 47½	2 02½	
	or 1s. 2d.	or 1s. 7½d.	

* No navigation or quay dues are paid at Dunkirk when the vessel has already left part of her cargo at a French port, and paid them there in full. Sanitary dues are paid at the first port of call, and not at subsequent ports.

By the Law of the 23rd December 1897 certain reductions in navigation or quay dues are accorded to vessels calling at different French ports, and which discharge or load merchandise the weight of which does not exceed half of the net register tonnage of the vessel :—

When the weight discharged or loaded does not exceed—

	Reduction
One-half net register tonnage, and is superior to one-fourth - - - -	50 per cent.
One-fourth net register tonnage, and is superior to one-tenth - - -	75 „ „
One-tenth net register tonnage - - - - - - - -	90 „ „

Should no goods or passengers be discharged or loaded, no navigation or quay dues will be charged.

If under this tariff the total amount of navigation or quay dues paid by the vessel at the various ports, when added together, should amount to more than they would under the old tariff, they are to be reduced so as not to exceed that tariff.

† If municipal and tonnage (or similar) dues have been already paid at a French (ocean or channel) port those payable at Dunkirk are reduced one-half ; but should this privilege not be claimed, or claimable, a reduction can be obtained in proportion to the quantity (scale of tonnage fixed by the decree of the 25th August 1861) of cargo delivered, viz., a reduction of 60 per cent. when cargo delivered does not exceed one-fourth of net register tonnage ; 40 per cent. when cargo delivered exceeds one-fourth and is under one-half net register tonnage ; 20 per cent. when cargo delivered exceeds one-half and is under three-fourths net register tonnage.

In addition to the duties under the Customs tariff the merchant pays a statistical tax (Droit de Statistique) of 10 centimes per ton (in bulk) or per package on all goods imported or exported.

41. For ships, legal net register tonnage.

The weight of goods is reckoned at 1,000 kilos. the ton for warehouse rent, but for reduction of certain dues on ships, the tonnage of goods is calculated on the scale of tonnage (Tonneau d'Affrètement) fixed by the Decree of 25th August 1861.

42. None.

43. No.

44. No.

45. No.

46. Regular lines of navigation can have fixed berths allotted to them, and a special tariff for use of cranes and sheds.

A reduction on tonnage dues is given to vessels belonging to regular lines according to the number of voyages made in the year.

47. No.

Sailing vessels under 80 tons and steamers under 100 tons (except tugs not belonging to Dunkirk engaged in towing) do not pay compulsory pilotage.

* Subject to the necessities of the port as judged by the harbour master and approved by the superior authorities.

Miscellaneous Appendix.

No. 21—continued.

48. Tariff for Chamber of Commerce tugs.

	Per Register Ton.	
	Inwards.	Outwards.
	F. C.	F. C.
Within a radius of 1 mile from pier-head to or from the dock gates or outer basin	0 20	0 15
Over 1 mile and not exceeding 4 miles	0 30	0 25
Over 4 miles and not exceeding 7 miles	0 40	0 35
Vessels in ballast within first radius only	0 13⅓	0 10
From dock gates into dock or shifting in dock	0 05	0 05
From one dock to another, each dock or darse* traversed	0 05	0 05

* The Freycinet Dock is divided into four darses (branches).

For assisting steamers in or out—	£	s.	d.
Steamers of 1,000 tons net register and under	4	0	0
„ 1,001 „ „ to 1,500 tons	5	0	0
„ 1,501 „ „ to 2,000 „	6	0	0
„ 2,001 „ „ or over „	8	0	0

The Chamber of Commerce now (1900) possesses only three tugs. There are, however, two tug companies at Dunkirk, one owning five and the other three tugs. By making a contract with one or other of these companies a large reduction is obtained on the above tariff, but where no contract is made the tariff is applied by both companies. The two companies are now (December) on the point of amalgamating.

49. Unable to distinguish vessels of different sizes. Only one vessel over 4,000 tons net register entered in 1900.

The following table gives the Number and Tonnage of Vessels entering Dunkirk during the past 10 years :—

Year.	Number of Vessels.	Net Register Tons.
1890	3,138	1,453,775
1891	2,952	1,543,760
1892	2,907	1,444,503
1893	2,778	1,435,583
1894	2,775	1,473,041
1895	2,569	1,389,084
1896	2,692	1,502,676
1897	2,686	1,549,235
1898	2,823	1,709,467
1899	2,717	1,643,622

50. Cannot obtain this information.

51. Summer, 7 a.m. to 7 p.m. Winter, 8 a.m. to 6 p.m., with an interval of two hours for meals.

Work may be done out of hours by payment, with permission from the customs.

52. Yes The projected works include the lengthening of darses (branches) Nos. 3 and 4 of Freycinet docks and will give an extra mile in length of quays with a minimum depth of 26 feet 6 inches.

The estimated expense is 1,040,000*l.* including necessary works in view of future extensions of the port.

The formal local inquiry respecting the public utility of the projected works and for suggestions, will be opened in a few days, and will last a month.

It is expected that the French Parliament will authorise these works.

53. There is no published balance-sheet.

22. Replies of H.M. Consul General at Hamburg.

(The numbers of the Answers correspond to those in the List of Questions. See Appendix 17.)

1. 107 kilometres or 58 nautical miles.

2. The minimum depth of the navigable channel of the Elbe between Hamburg and the sea is 5m. = 16½ feet (English) at mean low water; this minimum is to be found on the bar off Schulau. But the depth of water in the Hamburg harbour at high water is at present 25·312 feet = 7·72 metres.

3. Spring, 1·90 metres or 6·16 feet (English). Neap, 1·77 metres or 5·80 feet (English).

4. There are no locks, as all harbours are tidal.

5. There are no locks, as all harbours, &c. are tidal.

6. There are at presentten large tidal dock basins, viz.:—

1. Sandthor Harbour.
2. Schiffbauer „
3. Grasbrook „
4. Strand „
5. Baaken „
6. Kirchenpauer Harbour.
7. Segelschiff „
8. Hansa „
9. India „
10. Petroleum „

which, together with the remaining area of water in the Hamburg Harbour available for seagoing ships, cover a total superficial area of 332 acres. The space available for river craft in the Hamburg Harbour covers an area of 132 acres, and the inlets and the canals intersecting the town is 485 acres. The total acreage of water in this port is thus 949 acres at present. Three new dock basins are, however, being built, viz., two for seagoing ships and one for river craft; the two former will have an acreage of 56 acres, and the latter of 77 acres.

The docks belong to the Hamburg State.

The Hamburg State has paid for the construction of the docks.

7. 15 kilometres or 9·3 English miles for seagoing ships, besides which there are 4·3 English miles of available wharf-room. For river craft there are altogether about 17 English miles of wharf-room available, but most of the same is in the hands of private owners.

8. The quays which are used for seagoing traffic mostly possess sheds for depositing, collecting, distributing, and despatching goods. The sheds in question are from 15½ to 46 yards in width, and from 120 to 328 yards in length, and are provided with a somewhat projecting floor which is about 3·93 feet above the quay pavement and the railway lines (on the land side of the sheds). The total length of these quay sheds is 6·080 English miles; the total acreage under covering being about 65·292 acres. In the Free port district there are two large six and twelve storied warehouses, which contain 32,000 square metres of storage accommodation. The direct removal of the cargoes of seagoing vessels to these larger warehouses is unusual; the goods are usually first deposited in the quay sheds, where they are sorted, &c., and then only stored in the larger warehouses mentioned. The other storage buildings (which are in private hands) are situated in the interior of the business part of the town, accessible by canals and streets; but, besides these there are now a number of large, modern storage warehouses in the Free port district (six to eight stories high), with a total accommodation of 59·304 acres of space for storing goods, which belong to the "Hamburg Warehouse Company."

9. There are no graving docks which are approached through the docks, or immediately adjoining the same. One large graving dock is situated on the open river (in the harbour) opposite to the town, viz., on the "Kleiner Grasbrook," and one smaller one on the "Reiherstieg." Besides these all graving docks are floating docks, including those for the largest vessels.

10. The following is a list of the Graving Docks, &c., at Hamburg:—

Name of Owner.	Length over all.	Breadth at Entrance.	Depth on Sill at High Water ordinary Springs.	Remarks.
	Feet.	Feet.	Feet.	
1. Blohm & Vofs (floating)	320	52	18	To lift 4,000 tons.
2. Blohm & Vofs (floating)	355	52	18	
3. Blohm & Vofs (floating)	Dimensions not known, but not large.			
4. Blohm & Vofs (floating) (Of steel.)	560	88	30	To lift 17,500 tons. (Can be sunk in 10 minutes and raised in 15 minutes; can be towed to Cuxhaven.)
5. Hamburg American Steamship Company.	400	50	18	
P. Wincke	260	50	14	
7. A. G. Stulckin (floating)	269	39	13	
8. A. G. Stulckin (floating)	210	45	14	
9 Reiherstieg Company (floating)	330	85	20	To lift 5,000 tons.
10. Brandenburg (floating)	?	—	—	To lift 3,600 tons.
And at Altona, Rode Brothers (floating) - And 6 Patent Slips for vessels from 400 to 1,150 tons.	150	41	17	To lift 600 tons.

Miscellaneous Appendix.

No. 22—continued.

11. To private owners and companies.

12. There are no tariffs of charges for the use of these docks; the charges are made according to private agreement in each case. They depend a good deal upon whether the docks are in use or not, besides, of course, upon the dimensions of the vessel and the time during which the docks may be occupied.

13. Yes; they belong to the building yards which have the graving docks under their management.

14. The limits of the Hamburg Port Authority under whom is placed the administration, &c. of the entire port and in which no other docks are included, are as follows, viz.:—"The river Elbe from the Köhlbrand and from the Prussian frontier off Altona as far as the mouth of the "Dove Elbe," including all channels and inlets of the Elbe river lying within the above-named distance, and which are connected with the said river and are open to the effects of tide, and in so far as they belong to Hamburg, and lastly the acreage of water lying between the "Alster lock" and the "Graskeller lock" on the one side, and between the "Michaelis bridge" and the "Mühlen bridge" on the other."—(Extracted from Hamburg Port Regulations.)

15. The railways in the harbour and along, or connecting with the docks are the property of the Hamburg State, and are directly connected with the railway lines running from Hamburg, all of which, excepting the Hamburg-Lubeck Railway, which belongs to the "Lubeck-Brichen Railway Company," belong to the Prussian State. The management and working of the harbour and quay railways is in the hands of the Prussian Railway administration.

16. See Answer 15.

17. The quays and harbours are accessible by means also of roads and streets for waggons, and by water for river craft which carry on the traffic between the harbour and the canals in the interior of the town, and with the River Elbe above Hamburg.

18. Lay-byes or works may be erected in certain parts of the harbour, and industrial works may be built on land in the Freeport district of Hamburg leased from the Hamburg State.

19. According to the latest Hamburg Port Regulations, which were published in 1897, the supreme supervision over the Hamburg Docks and the harbour generally is exercised by the "Deputation for Trade and Navigation," and by the "Hamburg Police Authorities." The "Deputation for Trade and Navigation" appoints the Port Officials (Superintendent Harbour Master, Harbour Master, Assistant Harbour Masters, Harbour Pilots, and Harbour Inspectors), and the "Police Authorities" appoint the Harbour Police Officials (Captain of the Harbour Police, Chief Commander, Commanders, and Officers). Both authorities are bound to support each other in superintending the harbour, and in watching over the due performance of the Regulations. (See "Hamburg Port Regulations.")

20. The staff consists of the following officials: (they are maintained by the Hamburg State), viz.:—

1 Superintendent Harbour Master; 4 Harbour Masters (each for one district); 5 Assistant Harbour Masters; 2 Harbour Inspectors; 26 Harbour Pilots; 2 Quartermasters; 2 Bridge Masters; 2 Crane Masters; 2 Bridge Attendants; 2 Assistants; 15 Sailors and the requisite extra assistants.

All of the above-mentioned are "State Officials."

The Harbour Police consists of a special staff and is subordinate to the Hamburg Police Authorities and not to the Harbour Authorities.

21. The labour for loading and unloading vessels is provided for by private contractors, in so far as concerns labour on board of ships. The labour on the quays which belong to the Hamburg State in so far as regards labour on shore is provided for by the State, in accordance with the rules for the quay—labour and quay charges. For this purpose the State engages the workmen, who have to work under supervision of State officials.

22. There are no legal obligations for the Port Authorities to do this. Whenever it is found that there is want of room on the quays or in the harbour it is the duty of the special authorities who have charge of the same to represent the necessity of extending the existing accommodation to their superintending authorities.

23. The Hamburg Harbour Works are public property and can only be disposed of in the way of legislation.

24 (*a*) All matters regarding pilotage are dealt with under the authority of the State of Hamburg by the "Deputation for Trade and Navigation." Cuxhaven is the station of 90 Hamburg (Cuxhaven) State Pilots, who are under the Cuxhaven Pilot Commander. All vessels of at least 135 tons register running into the River Elbe are, after passing the pilot galliot, obliged to pay for a pilot, though they are not compelled to take one on board. Besides this pilot galliot which is anchored and cannot leave her post, there are pilot schooners swinging at the mouth of the Elbe. Incoming vessels, wanting a pilot, must at night show a light under the bowsprit, or show a blue light, or during daytime show a signal at the foretop.

(*b*) The rates of pilotage are as follows:—

PILOTAGE DUES.

From arrival at the mouth of the River Elbe up to moorings three pilots must be requisitioned: the first from Borkam or Heligoland to the Bösch Pilot Station in the River Elbe the second from Bösch to the entrance of the port; the third from there to her moorings.

The pilot dues from Borkam to Bösch Station, whether a pilot is taken or not, are compulsory on every vessel Dues for pilotage over the two latter stages are dependent upon whether the vessel takes a pilot or not.

The pilot dues are charged according to draft of vessels, viz. :—

TABLE OF PILOT DUES.

Metres.	——	Summer Tariff.	Winter Tariff
	Ft. in.	£. s. d.	£. s. d.
1	3 3⅜	1 4 6	1 14 3½
2	6 9¾	1 1 3½	2 4 1½
3	9 10	2 4 1½	3 3 8¾
4	13 1	3 8 7½	4 18 -½
5	16 4⅞	5 12 9	7 11 11½
6	19 8¼	8 16 5¾	11 15 3½
7	22 11⅝	12 - 2¼	16 3 6¼
8	26 3	14 - 5	19 6 3¼
9	29 6½	15 13 8¾	21 10 4⅜

NOTE.—Fractions of metres are counted as full tenth.

The following discounts are allowed :—

	Per cent.
For vessels going only as far as Cuxhaven	25
If vessels take a pilot not before Cuxhaven	75
If vessels come in empty or in ballast	50
If vessels clear out to sea from Cuxhaven	50
After twelfth voyage in a calendar year of same vessel made with a Cuxhaven Government pilot	10
After twenty-fourth voyage under above-mentioned conditions	20
After thirty-sixth voyage under above-mentioned conditions	30
Extra fee if pilot takes the vessel to an Elbe port further than Glückstadt	50

NOTES.—In case the river is full of drift ice the pilot is entitled to charge double the above-stated dues.
The pilot due from Bösch Station to the Hamburg Port is about 3*s.* 7*d.* per foot draft of vessel.
The harbour pilot due is 9*s.* 11*d.* per vessel.

There is no special Pilotage Board, as already mentioned, but all matters connected with pilotage are under the superintendence of the "Deputation for Trade and Navigation" at Hamburg.

(c) Measures against silting up of river, &c., in so far as affecting navigation are taken by direction of the "Deputation for Trade and Navigation" at Hamburg.

25. The dredging and maintenance of navigable channel is provided for by the Hamburg "Deputation for Trade and Navigation," at the cost of the Hamburg State.

26. The annual cost of dredging inside and outside the docks (and in the river) inclusive of the expenses of maintaining the dredging machinery and transport vessels in good condition, amounts to 40,000*l.* to 45,000*l.* sterling per annum.

The number and tonnage of the dredgers used has been :

1 dredger of 750 tons.
1 „ 550 „
1 „ 400 „
1 „ 250 „
1 „ 140 „
1 „ 85 „

The material dredged is generally deposited on the low lying parts of the banks of the Elbe above and below Hamburg ; the distances to such localities from the dredgers are sometimes as much as 6⅓ miles.

During the last 10 years the average amount dredged has been annually 1,140,000 cubic metres of material.

27. The Hamburg Deputation for Trade and Navigation deals with buoying, surveying, and protection of the banks of the River Elbe.

The surveying of the banks is in the hands of the Hamburg "Deputation for Public Buildings" one section of which attends to harbour and river works. No work is performed for the protection of the banks of the River Elbe.

28. Such a power is contained in the Port Regulations of 1897

29. Partly by gas, partly by electricity. In cases of urgent necessity goods are also discharged at night.

30. The number or power, &c. of the cranes in the Hamburg Harbour is as follows :—

On "Krahnhöft."—1 large working steam crane lifting 150 tons.
1 „ „ „ 50 „
1 „ „ „ 12·5 „
1 hand „ 40 „

Miscellaneous Appendix No. 22—continued.

Inside buildings or fixed to outer walls of same :—

Warehouse A.—4 hydraulic cranes, lifting 1,500 kilos.
4 hand cranes, lifting 1,000 kilos.
4 hydraulic lifts, lifting 1,000 kilos

Warehouse B.—8 friction winches, lifting 750 kilos
2 hand cranes, lifting 1,000 kilos.
1 lift.

Collecting Shed, Magdeburg Quay.—17 fixed hydraulic cranes, fting 2,000 kilos.

Export Shed, Harburger Strasse.—6 fixed electric cranes, lifting 2,500 kilos.
1 hand crane, lifting 2,500 kilos.

Fruit Shed A.—1 fixed electric crane, lifting 2,500 kilos.

Fruit Shed B.—1 fixed hand crane, lifting 2,500 kilos.

Shed No. 16.—2 fixed hand cranes, lifting 2,500 kilos.

For transporting heavy goods from the quay sheds to the railway trucks or carts - - - - - - } 42 hand cranes, lifting 2,500 kilos, some travelling, some fixed outside of quay sheds, on land side.

For loading or discharging ships, on the dock side of quay sheds - - } 442 travelling cranes, partly worked by electricity, partly by hand, partly by steam, viz. :—

263 worked by steam, lifting 1,500 to 2,500 kilos.
84 worked by electricity, lifting 2,500 to 3,000 kilos.
95 worked by hand, lifting 1,000 kilos, and
1 fixed steam crane, lifting 7,500 kilos.
1 „ „ „ 3,000 „
1 „ „ „ 1,000 „
3 „ „ „ 5,000 „

31. All cranes are given in the answer to question 30.

32. The appliances for loading (and particularly for unloading) coal at the port of Hamburg are generally considered to be antiquated, and quite inadequate for the wants of the very extensive import trade in (British) coal. (In view of the otherwise practical and modern arrangements for loading and unloading sea-going ships at Hamburg, this is, of course, all the more surprising.)

33. There are three pneumatic floating elevators, which are the property of the Hamburg-American Steamship Company, but there is no tariff of charges for the use of these elevators published by the company.
Each of these elevators can raise about 100 to 120 tons of grain per hour; they are built (on the system of Mr. Duckham of Millwall Docks) by Luther & Co., of Brunswick, Germany, who are stated to have doubled the original working capacity of these elevators. The cost of each elevator is given at about 10,500*l.* sterling.
The Hamburg port authorities do not possess any grain elevators.

34. Yes; by means of lighters provided with cranes, and by means of "travelling" and other cranes on shore.

35. There are special dock basins for timber. The storage houses for timber are all in private hands.
Mineral oils are discharged and stored in the "Petroleum harbour." The rules and tariff for storage are contained in the official publication of the "Deputation for Trade and Navigation," dated 10th May 1895.
Lairage for live stock is provided for in special sheds situated in the harbour district.
These facilities for storage are provided (except as above-mentioned—the storage-sheds for timber) by the Hamburg Dock Authorities, that is to say, by the State of Hamburg.

36. The total area of dock sheds has been already stated in the answer to Question 8, viz. :—
65·292 acres of quay sheds, and 7·893 acres of storage accommodation in the two large quay sheds (or rather "warehouses") known as "A." and "B."
The dock sheds have only a ground floor, but the two large quay sheds have 6 and 12 storeys.

37. The warehouses in the Freeport district of Hamburg are the property of a joint-stock company called the "Freeport Warehouse Company" (Freihafen Lagerhaus Gesellschaft), but the State of Hamburg is interested in this company, having a considerable amount of capital invested therein, and the State also takes part in the administration of the said company. The warehouses in question have been built by the company and are maintained by it. See the rules and the tariff of the company for storage, &c., of goods in its warehouses all of which are constructed according to the most modern type.
The quay sheds, excepting one leased to the Hamburg Levants Company, and several others which have been leased to the Hamburg American Steamship Company, are also the property of the Hamburg State, and are all maintained by the latter.

38. See Answer 37.

39. Cargo is allowed to remain two days in quay sheds without payment of rent (Section 17 of Quay Regulations).

40. The Dues levied at Hamburg are—

(*a*) Pilotage dues. (Vide answer to Question 24.)

(*b*) Tonnage dues; these are levied according to the official ordinance dated March 28, 1881; a translation of which is as follows :—

Tonnage Dues.

Revised Regulations for the Collection of Tonnage Dues.

The following regulations are laid down by the Senate in conjunction with the Municipality and are to take effect as law.

Section 1. The tonnage dues are to be collected from incoming ships upon the net tonnage, at the rate 10 pfennigs per cubic metre.

Section 2. The above regulation is subject to the following modifications and exceptions.

I. *Only half of the Tonnage Dues, i.e., 5 pfennigs per cubic metre, are to be paid by—*

1. Incoming sea vessels the cargoes of which consist of nothing further than coal, cinders, coke, patent fuel, building wood, empty bottles, wood for fuel, cement, cement-stones, chicory root, tiles, ice, oak-bark, tan, earth flagstones, gypsum (plaster), broken glass, herrings, charcoal, lime, limestone, clinkers, bone, boneblack, chalk, empty jars, bricks, (building stones), kitchen and sea salt, sand, slates, cattle for slaughtering, staves, stones, trass, clay, common pottery, turf (peat), trass-stone, tophus (" tuffsteine "), sugar-scum (" zuckerschaum ").

2. Sea vessels of 120 cubic metres and under.

3. All sea vessels arriving here not from sea but departing in sea with cargoes.

4. All sea vessels arriving from sea with nothing but ballast, with the object of leaving again with cargoes.

II. *The following are exempt from Tonnage Dues.*

1. All ships which have loaded nothing but ballast and depart in ballast.

2. New ships built entirely within the Hamburg territory, but only for their direct return from the place of destination of their first voyage.

3. German whaling and sealing vessels, provided that they are only equipped for fishing and that it can be shown that the incoming cargo consists solely of the products of the fishery.

4. Sea ships which only come here to be repaired in Hamburg yards if they depart again after repair without cargo ; pleasure boats (yachts), whether they belong to yacht clubs or private individuals, if they arrive and depart without cargo.

5. Sea-going vessels which return to this port on account of ice, bad weather, or damage, provided that they have already discharged the tonnage dues for the journey in question, and that they depart again with the same cargo.

6. Vessels which arrive from sea with fish, oysters, lobsters, &c., also vessels for conveying passengers to and from Heligoland, Föhr, and Norderney, provided that they are only used for this purpose.

Section 3. The duty of collecting and controlling the tonnage dues belongs to the department for indirect taxes and dues.

Any contravention or evasion of these rules is (apart from the question of prosecution in a court of law) liable to a penalty of 1—50 marks.

Given at a Meeting of the Senate,
Hamburg, 28 March 1881.

NOTICE.

RESPECTING THE RAISING OF THE RATES PER TON AND PER CUBIC TON FOR QUAY DUES.

THE Senate has, in conjunction with the Citizens, decided upon and announced the following as Law :—

1. The rate per ton for ships arriving here is, under the alterations of Sections 1 and 2 respectively of the revised Order of 28 March 1881 in regard to the charge per ton, fixed from 1 July of this year at 12 pfennigs and 6 pfennigs respectively for the net cubic metre.

2. The rate per cubic metre for the use of the wharves and sheds is, under the alterations of numbers I*a*., I*b*., and III. respectively of Section 22 of the Order of 22 December 1893, in regard to the working of and the fees for the wharves, charged from the 1 July of this year at 17.5 pfennigs, 3·5 pfennigs and 12 pfennigs, respectively, for the net cubic metre contents.

3. The tariff per ton weight, hitherto in force, of 10 pfennigs and 5 pfennigs, and the tariff per measurement for the wharves of 15 pfennigs, 3·5 pfennigs, and 10 pfennigs are also in future to be charged to those ships which produce a tonnage certificate in due form, according to Section 39 of the Regulation for the Measurement of Ships, dated 1 March 1895, and taken out before July 1895 according to German custom.

Given in the Sitting of the Senate,
Hamburg, 12 July, 1895.

NOTICE.

RESPECTING THE RATES PER TON FOR SHIPS FROM GERMAN SEAPORTS.

THE Senate has, in conjunction with the Citizens, decided upon and hereby announces as Law, that to Section 2 of the revised Order of 28 March, 1881, respecting the charge per ton weight will be added under I. as number 5 :

For all ships arriving from sea which have taken in their cargo landed here in German ports exclusively.

Given in the Sitting of the Senate,
Hamburg, 30 December, 1895.

(*c*) Harbour Master fee of 5 shillings for vessels drawing up to 2 metres ; and for vessels of greater draft for every additional metre an additional sum of 5 shillings. (Vide Hamburg Harbour Regulations of 1897, Section 37.)

(*d*) Quay dues ; to be paid by vessels using the quays. (Vide Regulations for the use of the quays, dated Hamburg, December 22, 1893.)

41. The tonnage of vessels for the purpose of levying dues is calculated at Hamburg according to the provisions of the Imperial German ordinance for the measurement of ships dated March 1, 1895 ; the certificates of measurement of foreign vessels are, in many instances, accepted ; but where the system of measurement is not the same as that used in Germany, special agreements have been made with such States by which the calculations are regulated.

42. The dock authorities do not own any lighters. No dues are levied on overside cargo into lighters.

43. Yes.—The dues are given in Sections 22 and 23 of the "Quay Regulations and Tariff of Charges ' o December 22, 1893.

The following is a translation of these two Sections 22 and 23, viz. :—

Miscellaneous Appendix.

No. 22—continued.

Dues Levied by Hamburg Quay Authorities on the Seagoing Ships and on Cargoes using the Quays and Quay Sheds.

Section 22.

i. "Space dues" (Raum-gebühren) are levied on :—

(1) Ships producing a certificate of measurement drawn up according to German procedure, and granted (according to the provisions of Section 39 of the Ships Measurement Law of March 1895) previous to July 1, 1895, viz :—

	Per 1 cubic metre, net tonnage.
(*a*) For discharging and loading, and for discharging or for loading, within a maximum period of 5 times 24 hours	$1\frac{7}{8}$ pence (15 pfennigs).
(*b*) For every further 24 hours or fraction thereof	$0\frac{3}{8}$ penny (3 pfennigs).

(2) All other vessels, viz. :—

(*a*) For discharging and loading, and for discharging, or for loading, within a maximum period of 5 times 24 hours	$2\frac{3}{16}$ pence ($17\frac{1}{2}$ pfennigs).
(*b*) For every further 24 hours, or fraction thereof	$0\frac{7}{16}$ penny ($3\frac{1}{2}$ pfennigs).

The above "space dues" are to be borne exclusively by the ship.

ii. "Loading dues" (Ladungs Gebühr) are levied on goods discharged on to, or loaded from, the quays at the following rate, viz. :—

Per 100 kilos (=220 lbs avps.) . . . 10 pfennigs (=$1\frac{1}{4}$ pence). Of these "loading dues" the ship has to pay seven-tenths, and the cargo three-tenths ; but the quay authorities levy the total amount of the dues from the representative of ship who may recoup himself by collecting the respective share from each party interested in the cargo.

The quay authorities may by subsequent weighing of the goods control their weight ; and if they find that there is an excess of 5 per cent. or more above the declared weight, the ordinary weighing charges are levied. For goods mentioned in the ship's manifest of which only the number of packages (*e.g.* casks of wine, barrels of herrings) of equal weight are declared, the weight chargeable will be fixed by the quay authorities. If other goods are mentioned in the manifest whose weight is not given, and if they have not been weighed before in any other part of the quays, the quay authorities may weigh the same and may make the usual weighing charge.

Whenever the weighing has taken place in any part of the quays, the quay authorities will levy the dues in accordance with such weight.

iii. If goods discharged on to the quay from a seagoing ship are loaded again from the same place on the quay into another seagoing ship, more especially into a coasting vessel, barge, &c., the "loading dues" for the re-loading of the goods are reduced to 5 pfennigs (=$\frac{5}{8}$ penny) per 100 kilos ; and the "space dues" for the vessel which receives the goods (providing she only makes use of the quay for receiving the same) are to be reduced as follows, viz. :—

	Per cubic metre, net.
(*a*) For vesssels roducing a certificate of measurement drawn up (according to German procedure, and granted according to the provisions of Section 39 of the Ships Measurement Law of March 1895) previous to July 1, 1895	$1\frac{1}{4}$ pence (=10 pfennigs).
(*b*) For all other ships	$1\frac{1}{2}$ pence (=12 pfennigs).

iv. (*a*) On delivery of goods imported from sea, the following quay dues have to be paid by the persons in charge of the goods, viz. :—

	Per 100 kilos.
(1) If they are sent forward to the interior by land (excepting by railway)	1 penny (=8 pfennigs).
(2) If they are conveyed in open or closed lighters	Nil.
(3) If they are conveyed into river craft navigating either the Lower or Upper Elbe	$\frac{5}{8}$ penny (=5 pfennigs).

(*b*) On delivery of goods destined for exportation by sea, the following dues are to be paid by the persons in charge of the goods, viz. :—

(1) If the same have been sent by land (except by railway)	1 penny (= 8 pfennigs).
(2) If the same have been sent by water	$1\frac{1}{4}$ pence (=10 pfennigs).

Section 23.

If the portion of the quay which has been set apart by the quay authorities generally or for a special use is used exclusively for the direct loading of goods in bulk from the vessel on to the railway, without such goods having been stored in the quay sheds, then the following dues shall be levied on the below-mentioned goods in lieu of the dues mentioned under the preceding Section 22 viz. :—

	Per 100 kilos.
(1) Manure of all kinds, pig-iron, ore, rice, nitrate, asphalt, lead, coals, cement, cereals in sacks, stones, sand, sugar, salt, cinnite, slates, stone slabs, railway sleepers and other railway material, cotton-seed flour, cotton-seed cake, rough iron manufactures, bar iron, chlorate of manganese, raw zinc, and other metals of lesser value, iron and steel wire (also fence and barbed wire), in coils and packages, coal-briquettes, and blocks of plaster	$\frac{5}{8}$ penny (= 5 pfennigs).
(2.) Cotton, hides, oilcake, wool, jute, herrings, potatoes, corkwood, dyewoods, empty bottles in crates (but not packed), H iron, hay in bales, parts of machinery, meat	$1\frac{7}{8}$ penny (= 7·5 pfennigs).

[The Hamburg "Deputation for Trade and Navigation" may, if they think proper, add any other bulky goods to either of the above-mentioned lists of goods.]

One-half of the amount of the above-mentioned dues are to be paid by the ship, the other half by the receivers or senders of the cargo. The dues are levied *in toto* by the quay authorities from the representative of the ship, and it is the business of the latter to collect the respective shares due from the different parties interested in the cargo.

For conveying the above-mentioned goods in bulk by the Quay and Harbour Railway a reduced charge of 3 pfennigs (= $\frac{3}{8}$ penny) per 100 kilos is made in the form of railway dues. But this reduction is only allowed if the goods in question have been taken over by the Harbour Railway directly from the ship or *vice versâ*. If, on the contrary, the goods, after having been discharged from the ship, or from the railway trucks or carriages, are first stored on the open quay, then the full charge for conveyance of such goods by the Harbour Railway is imposed, as well as the dues mentioned under No. 1 of this Section, and in certain cases charges will also be made for storage

44. No dues or charges are levied on lighters.

There are no special regulations relating to lighters Rules or regulations by which they are affected, are contained in the Hamburg Harbour Regulations of 1897.

45. The part of the wharves or quays which have been let by the Hamburg State (*vide* answer No. 37) can only be used by the ships belonging to the lessees ; and they do not therefore enter into competition with other parts.

46. No shipowners enjoy exceptional privileges.

47. The exemptions appear from the tariff of tonnage dues, *vide* Answer 40.

The vessels of war of all nations are exempt as well as Pleasure-Yachts ; but, if either of these classes of vessels take a pilot, they have to pay the full pilotage dues.

48. Tug assistance is rendered by private companies or individuals, and there are no official tariffs in force for towing charges. The tariffs of two companies are as follows :—

SUMMER TARIFF, from 1st of April to 31st October, from the following stations to Hamburg and *vice versa*.

Reg. Tons.	Heligoland.	Red Buoy.	Cuxhaven.	Glückstadt.
	£. s.	£. s.	£. s.	£. s.
450—600	25 –	20 –	15 –	7 10
601—750	27 10	22 10	17 10	9 –
751—900	30 –	25 –	20 –	10 –
901—1050	32 10	27 10	22 10	11 10
1051—1200	35 –	30 –	25 –	12 10
1201—1350	37 10	32 10	27 10	14 –
1351—1500	40 –	35 –	30 –	15 –
1501—1750	45 –	40 –	35 –	17 10
1751—2000	50 –	45 –	40 –	20 –
2001—2250	55 –	50 –	45 –	24 –
2251—2500	60 –	55 –	50 –	28 –
2501—2750	65 –	60 –	55 –	32 –
2751—3000	70 –	65 –	60	36 –

If *viâ* Brunshausen or Glückstadt, 2*l*. 10*s*. ; if *viâ* Brunshausen and Glückstadt, 5*l*. extra.

WINTER TARIFF, from 1st of November to 31st of March, from the following stations to Cuxhaven or *vice versa*.

Reg. Tons.	Heligoland.	1 Lightship.	2 Lightship.	3 Lightship.	4 Lightship.	Roads into Harbour.
	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.
300—450	12 10	8 –	7 10	7 10	6 10	4 –
451—600	15 –	10 –	9 –	8 10	8 –	5 –
601—750	17 10	12 –	10 –	9 10	9 –	7 10
751—900	20 –	15 –	13 10	13 –	12 10	10 –
901—1050	22 1	17 10	15 –	13 10	13 –	11 10
1051—1200	25	20	17 10	15 –	13 10	12 10
1201—1350	2/ 10	22 10	20 –	17 10	15 –	13 10
1351—1500	30 –	25 –	22 10	20 –	17 10	15 –
1501—2000	35 –	30 –	25 –	22 10	20 –	17 10

From Cuxhaven to Hamburg or *vice versa*.

Reg. Tons.	300/450	451/600	601/750	751/900	901/1050	1051/1200	1201/1350	1351/1500	1501/1700	1701/1850	1851/2000
	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.
	18 –	24 15	26 5	28 10	30 –	33 15	37 10	45 –	50 –	55 –	60

From Glückstadt to Hamburg or *vice versa*.

	11 5	12 15	13 10	15 –	16 10	19 10	22 10	29 –	30 –	32 10	35 –

If *viâ* Brunshausen or Glückstadt, 5*l*.

If *viâ* Brunshausen and Glückstadt, 9*l*. extra. As soon as there is drift ice in the river towage according to special agreement.

Miscellaneous Appendix.

No. 22—continued.

These tariffs give an insight into the ordinary rates charged, but they have no official validity. Under certain circumstances the charges for tug assistance are settled by agreement between the parties concerned.

49. Number of Seagoing Ships entering the Port of Hamburg from 1890 to 1900.

Year.	Number of Ships.	Reg. Tonnage.	Year.	Number of Ships.	Reg. Tonnage.
1890	8,176	5,202,825	1896	10,477	6,445,167
1891	8,673	5,762,369	1897	11,173	6,708,070
1892	8,569	5,639,010	1898	12,523	7,354,118
1893	8,792	5,886,378	1899	13,312	7,765,950
1894	9,165	6,228,821	1900	13,103	8,050,000
1895	9,443	6,254,493			

(It is not possible to give the different sizes of vessels as desired.)

50. This question cannot be answered.

51. The hours of the Customs officials are fixed by the German Customs Union Laws. The more important Water Custom Houses are open day and night. In the Freeport district of Hamburg, which comprises the larger number of dock basins and other portions of the harbour, there is *no* Customs supervision; and the hours of discharging and loading there are entirely independent of the hours of the Custom officials.

52. As mentioned in answer to Question 6 three further dock basins are at present in course of construction.

53. The receipts from dues and charges levied in the Hamburg Harbour are paid into the Hamburg State Treasury, which likewise pays the expenses of maintaining the harbour arrangements. Receipts and expenses are accordingly accounted for by the respective Departments of State under special headings in the State Budget. No special balance sheet, however, relating exclusively to the affairs of the Hamburg Harbour is drawn up or published: but it may be remarked that the expenses exceed the receipts.

23. Replies of H.M. Consul General at Havre.

Miscellaneous Appendix No. 23.

(The numbers of the Answers correspond to those in the List of Questions. See Appendix 17.)

1. The length of the outer harbour from the sea is 1,039 yards.

2. The docks are approached from the sea by an outer harbour, with two piers projecting into the roadstead The outer port is 1,039 yards long ; from 109 yards to 306 yards wide, with a depth of water at spring tides, high water, of 35 feet 9 inches ; low tides, 10 feet 1 inch ; at high water, neap tides, 26 feet ; low tides, 19 feet 6 inches.

3. At ordinary spring tides, 23 feet 6 inches, and 11 feet 6 inches at neap tides.

4. Four locks communicate between the outer harbour and give access to the docks. They are as follows :—

	Length.	Breadth.
Lock "Notre Dame"	40 yards.	17½ yards.
„ "de la Barre"	40 „	15 „
„ "Aval ou Sas"	65 „	17½ „
„ "des Transatlantiques"	109 „	33½ „

The Port of Havre being a tidal harbour there is scarcely any water outside the locks, the gates being closed about three hours after high water.

5. There are besides 10 other locks giving access from the docks to others. They are as under :—

	Length.	Breadth.
"Amout ou Sas"	32⅘ yards	17½ yards.
"Lamblardie"	43⅖ „	15 „
"Augonleme"	32⅘ „	15 „
"Vanban"	65 „	13 „
"de l'Eure"	54⅕ „	17½ „
"du Dock"	73⅕ „	17½ „
"de la Citadelle"	87½ „	17½ „
"Bellot"	109 „	32⅘ „
"Chevallier"	109 „	32⅘ „
"du Bassin Pétrole"	43⅖ „	18½ „

6. There are 10 floating basins with a collective capacity of about 191 acres. These docks belong to the French Government.

	Water.			Land.		
	A.	R.	P.	A.	R.	P.
Bassin du Roi	2	3	33	0	3	33
„ de la Barre	12	2	17	7	1	26
„ de la Citadelle	14	3	12	10	0	22
„ de l'Eure	52	2	21	18	0	17
„ du Commerce	13	1	14	6	2	26
„ Vanban	19	0	30	12	2	27
„ du Dock	10	3	19	5	3	28
„ Bellot	52	1	25	44	1	19
„ du Canal	7	3	17	12	3	23
„ du Pétrole	4	1	37	0	2	14
Total	191	1	25	119	2	35

7 About 7¾ miles, where vessels can discharge.

8. Information not obtainable. The quay space varies greatly. It is wide round some docks and narrow round others.

9. There are six dry docks, three on the quay east of the Bassin de l'Eure and three opening into the Bassin de la Citadelle.

Miscellaneous Appendix.

No. 23—continued.

	Dry Docks in the "Citadelle" Dock.			Dry Docks in the "Bassin de l'Eure" (Black Sea Dock).		
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
Length on Blocks	195 0	201 0	249 0	426 0	492 0	378 0
Length of the largest vessels that can be admitted	224 0	224 0	280 0	492 0	537 0	415 0
Breadth at top of Dock Gates	37 9	44 3	54 1	98 5	65 10	52 9
Breadth of the Dock	49 2	55 9	65 7	113 2	91 5	78 4
Height of water on the top of sill at high water during—						
Ordinary Spring tides	18 7	20 4	21 10	28 6	28 6	25 9
Ordinary Neap tides	13 1	14 9	16 5	23 0	23 0	20 2

The depth of water on entrance side varies according to tide, bearing in mind that the gates are closed about three hours after high water (*See* answer to Question 4).

11. They belong to the State; and they are let to companies, or private persons, who, after obtaining the necessary powers, manage them; and charge, according to a legal tariff, the vessels using them. The present director is Monsieur Irasque.

12. *Dry Docks in the "Citadelle" Dock.*

	F.
Drying one of the three docks :—	
Under 100 tons	74·0
Per ton over 100 tons	0·148
Occupation of one of the three docks :—	
For each day after drying :—	
Under and up to 100 tons	18·50
Per ton over 100 tons	0·037
Drying one of the docks for the preparation of a cradle or special blocks, irrespective of vessels tonnage	59·20
Per day occupied after drying	14·80

Dry Docks in the "Bassin de l'Eure."

	F.
Drying one of the docks :—	
Under and up to 1,000 tons	296·0
Per ton over 1,000 and up to 3,000 tons	0·148
„ „ 3,000 tons	0·074
Occupation of a dock, per day, after drying :—	
Under and up to 1,000 tons	74·0
Per ton over 1,000 and up to 3,000 tons	0·037
„ „ 3,000 tons	0·022
Drying one of the docks for the preparation of a cradle or special blocks, irrespective of vessel's tonnage	259·0
Per day occupied after drying	59·20

For night work 20 per cent. is added to the occupation tariff for each period of six hours, if the vessel supplies the light.

If the light is supplied by the dock grantee the rate is increased by 50 per cent.

The time of occupation is reckoned by days and quarter days. Each quarter period of a day commences at midnight, 6 a.m., noon, or 6 p.m.

The quarter that follows the one during which the drying has been finished is counted as the first quarter.

The last quarter counted is the one during which the vessel has finished her work and notified the dry dock office of the fact in writing.

The rates are charged on the register tonnage inscribed on the ship's papers, without any deduction being made for engines or bunker space of steamers.

Warpage in and out is payable by the vessel.

In case of occupation of a dry dock by two vessels with the captains' or owners' written consent, the rates payable are established on the total tonnage as if for a single vessel; those under 100 or 1,000 tons being considered as if they were really of 100 or 1,000 tons. The division of the total sum thus established is then made in proportion to the real tonnage of each vessel.

Sailing vessels or steamers are admitted into the dry docks in the order of application.

Each demand for admission must be accompanied by a payment (to be made over to the grantee as earnes money) equivalent to half the rate that would be charged for drying the dock.

Only vessels in port can be inscribed.

Hire and Miscellaneous Operations.

	F.
Shifting spars, stanchions or stays at captain's request to facilitate the work.	
For each piece shifted, irrespective of size	0·555
Lifting and replacing a cast-iron movable block	11·10
Hire of a gangway to give access to the vessel :—	
In dry docks situated in the "Citadelle," per 24 hours	1 48
In dry docks situated in the "Bassin de l'Eure," per 24 hours	2·96
Hire of trestles for scaffolding, including the necessary blocks, corners, and wedges :—	
Under and up to 10 feet high, per day of 24 hours	0·37
Over 10 feet and up to 12 feet 6 inches, per day of 24 hours	0·74
Over 12 feet 6 inches, per day of 24 hours	1·85

	F.
Hire of planks for scaffolding :—	
Under and up to 12 feet 6 inches in height, per 24 hours	0·74
Over 12 feet 6 inches in height, per 24 hours	0·44
Crane Hire per period of 6 hours for packages weighing—	
6 tons, or under :—	
Day-time	11·10
Night-time	14·80
From 6 tons to 15 tons :—	
Day-time	22·20
Night-time	29·60
Over 15 tons :—	
Day-time	37·0
Night-time	44·40

13. There are repairing shops, but not in the immediate vicinity of the docks in question. They are owned by private firms.

14. The captain of the port has jurisdiction over all the docks.

15. Only one railway is connected with the docks (Chemin de fer de l'Ouest).

16. They are worked by the officials of the railway company, to whom the terminal charges are paid.

17. River Seine.
Tancarville Canal.
"Route Nationale" Road, Havre to Paris and several adjacent roads.

18. The Chamber of Commerce grants permission to persons or companies for this purpose, on the necessary formalities being carried out, and after obtaining the sanction of the French Government.

19. Nil.

20. The staff is maintained by the French Government. It consists of :

Chief Engineer.
3 Ordinary Engineers.
50 Employees.
Captain of the Port (Chief Harbour Master).
8 Assistant Harbour Masters (Lieutenants of Port).
17 Dock Masters (Maitres de Port).
105 Bridgemen (Pontiers).

21. In the Bonded Dock it is provided by the Docks Company, and outside by stevedores and private firm

22. The State is responsible to maintain dock accommodation, which the Harbour Master and his officers are appointed to carry out, and vessels are obliged, under various penalties to obey the injunctions of these officials who can be only accountable to the Government for their actions ; and they cannot be prosecuted in a court of law for their acts done in their official capacity.

23. Nil.

24. (*a*) The Marine Authorities deal with pilotage, which is compulsory ; and the pilots are appointed by the Government.

(*b*) There is no Pilotage Board, only a "Pilote Major," charged with discipline. The pilotage charges are as follows :—

Tariff Inwards :	Per ton net register F.
Sailing vessels, loaded :	
Inside the piers	0·0866
Small roadstead	0·13
Not exceeding 20 miles	0·26
Over 20 and up to 40 miles	0·3466
Over 40 miles	0·39
Sailing vessels, in ballast or putting in :	
Inside the piers	0·0433
Small roadstead	0·065
Not exceeding 20 miles	0·13
Over 20 and up to 40 miles	0·2166
Over 40 miles	0·26
Steamers, loaded or in ballast :	
Inside the piers	0·0433
Small roadstead	0·065
Not exceeding 20 miles	0·13
Over 20 and up to 40 miles	0·1733
Over 40 miles	0·195
Steamers, putting in :	
Inside the piers	0·0216
Small roadstead	0·0325
Not exceeding 20 miles	0·065
Over 20 and up to 40 miles	0·1083
Over 40 miles	0·13

Tariff Outwards :	
Sailing vessels :	
Loaded	0·13
In ballast or leaving after putting in	0·0866
Steamers :	
Loaded or in ballast	0·065
Leaving after putting in	0·0433

The pilot is allowed F. 3 per 12 hours passed on board per ordinary tide.
One and a-half per cent. is charged in addition to cover the Head Pilot's fees.

(*c*) This belongs to the department of the Ponts et Chaussées, under the authority of the Minister of Public Works.

Rates of Pilotage	f. 0·0325	f. 0·0433	f. 0·065	f. 0·0866	f. 0·1083	f. 0·13	f. 0·1733	f. 0·195	f. 0·2166	f. 0·26	f. 0·3466	f. 0·39
Tons Nett Register.	The Head Pilot's Fees (1½ per cent.) are included in the following Calculations.											
	f.	f.	f.	f.	f.	f.	f.	f.	f.	f.	f.	f.
1	0·033	0·0439	0·066	0·0879	0·1099	0·132	0·1759	0·1979	0·2198	0·2639	0·3518	0·3958
2	0·066	0·0878	0·132	0·1758	0·2198	0·264	0·3518	0·3958	0·4396	0·5278	0·7036	0·7916
3	0·099	0·1317	0·198	0·2637	0·3297	0·396	0·5277	0·5937	0·6594	0·7917	1·0554	1·1874
4	0·132	0·1756	0·264	0·3516	0·4396	0·528	0·7036	0·7916	0·8792	1·0556	1·4072	1·5832
5	0·165	0·2195	0·33	0·4395	0·5495	0·66	0·8795	0·9895	1·099	1·3195	1·759	1·979
6	0·198	0·2634	0·396	0·5274	0·6594	0·792	1·0554	1·1874	1·3188	1·5834	2·1108	2·3748
7	0·231	0·3073	0·462	0·6153	0·7693	0·924	1·2313	1·3853	1·5386	1·8473	2·4626	2·7706
8	0·264	0·3512	0·528	0·7032	0·8792	1·056	1·4072	1·5832	1·7584	2·1112	2·8144	3·1664
9	0·297	0·3951	0·594	0·7911	0·9891	1·188	1·5831	1·7811	1·9782	2·3751	3·1662	3·5622
10	0·33	0·439	0·66	0·879	1·099	1·32	1·759	1·979	2·198	2·639	3·518	3·958
11	0·363	0·4829	0·726	0·9669	1·2089	1·452	1·9349	2·1769	2·4178	2·9029	3·8698	4·3538
12	0·396	0·5268	0·792	1·0548	1·3188	1·584	2·1108	2·3748	2·6376	3·1668	4·2216	4·7496
13	0·429	0·5707	0·858	1·1427	1·4287	1·716	2·2867	2·5727	2·8574	3·4307	4·5734	5·1454
14	0·462	0·6146	0·924	1·2306	1·5386	1·848	2·4626	2·7706	3·0772	3·6946	4·9252	5·5412
15	0·495	0·6585	0·99	1·3185	1·6485	1·98	2·6385	2·9685	3·297	3·9585	5·277	5·937
16	0·528	0·7024	1·056	1·4064	1·7584	2·112	2·8144	3·1664	3·5168	4·2224	5·6288	6·3328
17	0·561	0·7463	1·122	1·4943	1·8683	2·244	2·9903	3·3643	3·7366	4·4863	5·9806	6·7286
18	0·594	0·7902	1·188	1·5822	1·9782	2·376	3·1662	3·5622	3·9564	4·7502	6·3324	7·1244
19	0·627	0·8341	1·254	1·6701	2·0881	2·508	3·3421	3·7601	4·1762	5·0141	6·6842	7·5202
20	0·66	0·878	1·32	1·758	2·198	2·64	3·518	3·958	4·396	5·278	7·036	7·916
21	0·693	0·9219	1·386	1·8459	2·3079	2·772	3·6939	4·1559	4·6158	5·5419	7·3878	8·3118
22	0·726	0·9658	1·452	1·9338	2·4178	2·904	3·8698	4·3538	4·8356	5·8058	7·7396	8·7076
23	0·759	1·0097	1·518	2·0217	2·5277	3·036	4·0457	4·5517	5·0554	6·0697	8·0914	9·1034
24	0·792	1·0536	1·584	2·1096	2·6376	3·168	4·2216	4·7496	5·2752	6·3336	8·4432	9·4992
25	0·825	1·0975	1·65	2·1975	2·7475	3·30	4·3975	4·9475	5·495	6·5975	8·795	9·895
26	0·858	1·1414	1·716	2·2854	2·8574	3·432	4·5734	5·1454	5·7148	6·8614	9·1468	10·2908
27	0·891	1·1853	1·782	2·3733	2·9673	3·564	4·7493	5·3433	5·9346	7·1253	9·4986	10·6866
28	0·924	1·2292	1·848	2·4612	3·0772	3·696	4·9252	5·5412	6·1544	7·3892	9·8504	11·0824
29	0·957	1·2731	1·914	2·5491	3·1871	3·828	5·1011	5·7391	6·3742	7·6531	10·2022	11·4782
30	0·99	1·317	1·98	2·637	3·297	3·96	5·277	5·937	6·594	7·917	10·554	11·874
31	1·023	1·3609	2·046	2·7249	3·4069	4·092	5·4529	6·1349	6·8138	8·1809	10·9058	12·2698
32	1·056	1·4048	2·112	2·8128	3·5168	4·224	5·6288	6·3328	7·0336	8·4448	11·2576	12·6656
33	1·089	1·4487	2·178	2·9007	3·6267	4·356	5·8047	6·5307	7·2534	8·7087	11·6094	13·0614
34	1·122	1·4926	2·244	2·9886	3·7366	4·488	5·9806	6·7286	7·4732	8·9726	11·9612	13·4572
35	1·155	1·5365	2·31	3·0765	3·8465	4·62	6·1565	6·9265	7·6930	9·2365	12·313	13·853
36	1·188	1·5804	2·376	3·1644	3·9564	4·752	6·3324	7·1244	7·9128	9·5004	12·6648	14·2488
37	1·221	1·6243	2·442	3·2523	4·0663	4·884	6·5083	7·3223	8·1326	9·7643	13·0166	14·6446
38	1·254	1·6682	2·508	3·3402	4·1762	5·016	6·6842	7·5202	8·3524	10·0282	13·3684	15·0404
39	1·287	1·7121	2·574	3·4281	4·2861	5·148	6·8601	7·7181	8·5722	10·2921	13·7202	15·4362
40	1·32	1·756	2·64	3·516	4·396	5·28	7·036	7·916	8·792	10·556	14·072	15·832
41	1·353	1·7999	2·706	3·6039	4·5059	5·412	7·2119	8·1139	9·0118	10·8199	14·4238	16·2278
42	1·386	1·8438	2·772	3·6918	4·6158	5·544	7·3878	8·3118	9·2316	11·0838	14·7756	16·6236
43	1·419	1·8877	2·838	3·7797	4·7257	5·676	7·5637	8·5097	9·4514	11·3477	15·1274	17·0194

44	1·452	1·9316	2·904	3·8676	4·8356	5·808	7·7396	8·7076	9·6712	11·6116	15·4792	17·4152
45	1·485	1·9755	2·97	3·9555	4·9435	5·94	7·9155	8·9055	9·891	11·8755	15·831	17·811
46	1·518	2·0194	3·036	4·0434	5·0554	6·072	8·0914	9·1034	10·1108	12·1394	16·1828	18·2068
47	1·551	2·0633	3·102	4·1313	5·1653	6·204	8·2673	9·3013	10·3306	12·4033	16·5346	18·6026
48	1·584	2·1072	3·168	4·2192	5·2752	6·336	8·4432	9·4992	10·5504	12·6672	16·8864	18·9984
49	1·617	2·1511	3·234	4·3071	5·3851	6·468	8·6191	9·6971	10·7702	12·9311	17·239	19·3942
50	1·65	2·195	3·30	4·395	5·495	6·60	8·795	9·895	10·99	13·195	17·59	19·79
51	1·683	2·2389	3·366	4·4829	5·6049	6·732	8·9709	10·0929	11·2098	13·4389	17·9418	20·1858
52	1·716	2·2828	3·432	4·5708	5·7148	6·864	9·1468	10·2908	11·4296	13·7228	18·2936	20·5816
53	1·749	2·3267	3·498	4·6587	5·8247	6·996	9·3227	10·4887	11·6494	13·9967	18·6454	20·9774
54	1·782	2·3706	3·564	4·7466	5·9346	7·128	9·4986	10·6866	11·8692	14·2506	18·9972	21·3732
55	1·815	2·4145	3·63	4·8345	6·0445	7·26	9·6745	10·8845	12·089	14·5145	19·349	21·769
56	1·848	2·4584	3·696	4·9224	6·1544	7·392	9·8504	11·0824	12·3088	14·7784	19·7008	22·1648
57	1·881	2·5023	3·762	5·0103	6·2643	7·524	10·0263	11·2803	12·5286	15·0423	20·0526	22·5606
58	1·914	2·5462	3·828	5·0982	6·3742	7·656	10·2022	11·4782	12·7484	15·3062	20·4044	22·9564
59	1·947	2·5901	3·894	5·1861	6·4841	7·788	10·3781	11·6761	12·9682	15·5701	20·7562	23·3522
60	1·98	2·634	3·96	5·274	6·594	7·92	10·554	11·874	13·188	15·834	21·108	23·748
61	2·013	2·6779	4·026	5·3619	6·7039	8·052	10·7299	12·0719	13·4078	16·0979	21·4598	24·1438
62	2·046	2·7218	4·092	5·4498	6·8138	8·184	10·9058	12·2698	13·6276	16·3618	21·8116	24·5396
63	2·079	2·7657	4·158	5·5377	6·9237	8·316	11·0817	12·4677	13·8474	16·6257	22·1634	24·9354
64	2·112	2·8096	4·224	5·6256	7·0336	8·448	11·2576	12·6656	14·0672	16·8896	22·5152	25·3312
65	2·145	2·8535	4·29	5·7135	7·1435	8·58	11·4335	12·8635	14·287	17·1535	22·867	25·727
66	2·178	2·8974	4·356	5·8014	7·2534	8·712	11·6094	13·0614	14·5068	17·4174	23·2188	26·1228
67	2·211	2·9413	4·422	5·8893	7·3633	8·844	11·7853	13·2593	14·7266	17·6813	23·5706	26·5186
68	2·244	2·9852	4·488	5·9772	7·4732	8·976	11·9612	13·4572	14·9464	17·9452	23·9224	26·9144
69	2·277	3·0291	4·554	6·0651	7·5831	9·108	12·1371	13·6551	15·1662	18·2091	24·2742	27·3102
70	2·31	3·073	4·62	6·153	7·693	9·24	12·313	13·853	15·386	18·473	24·626	27·706
71	2·343	3·1169	4·686	6·2409	7·8029	9·372	12·4889	14·0509	15·6058	18·7369	24·9778	28·1018
72	2·376	3·1608	4·752	6·3288	7·9128	9·504	12·6648	14·2488	15·8256	19·0008	25·3296	28·4976
73	2·409	3·2047	4·818	6·4167	8·0227	9·636	12·8407	14·4467	16·0454	19·2647	25·6814	28·8934
74	2·442	3·2486	4·884	6·5046	8·1326	9·768	13·0166	14·6446	16·2652	19·5286	26·0332	29·2892
75	2·475	3·2925	4·95	6·5925	8·2425	9·90	13·1925	14·8425	16·485	19·7925	26·385	29·685
76	2·508	3·3364	5·016	6·6804	8·3524	10·032	13·3684	15·0404	16·7048	20·0564	26·7368	30·0808
77	2·541	3·3803	5·082	6·7683	8·4623	10·164	13·5443	15·2383	16·9246	20·3203	27·0886	30·4766
78	2·574	3·4242	5·148	6·8562	8·5722	10·296	13·7202	15·4362	17·1444	20·5842	27·4404	30·8724
79	2·607	3·4681	5·214	6·9441	8·6821	10·428	13·8961	15·6341	17·3642	20·8481	27·7922	31·2682
80	2·64	3·512	5·28	7·032	8·792	10·56	14·072	15·832	17·584	21·112	28·144	31·664
81	2·673	3·5559	5·346	7·1199	8·9019	10·692	14·2479	16·0299	17·8038	21·3759	28·4958	32·0598
82	2·706	3·5998	5·412	7·2078	9·0118	10·824	14·4238	16·2278	18·0236	21·6398	28·8476	32·4556
83	2·739	3·6437	5·478	7·2957	9·1217	10·956	14·5997	16·4257	18·2434	21·9037	29·1994	32·8514
84	2·772	3·6876	5·544	7·3836	9·2316	11·088	14·7756	16·6236	18·4632	22·1676	29·5512	33·2472
85	2·805	3·7315	5·61	7·4715	9·3415	11·22	14·9515	16·8215	18·683	22·4315	29·903	33·643
86	2·838	3·7754	5·676	7·5594	9·4514	11·352	15·1274	17·0194	18·9028	22·6954	30·2548	34·0388
87	2·871	3·8193	5·742	7·6473	9·5613	11·484	15·3033	17·2173	19·1226	22·9593	30·6066	34·4346
88	2·904	3·8632	5·808	7·7352	9·6712	11·616	15·4792	17·4152	19·3424	23·2232	30·9584	34·8304
89	2·937	3·9071	5·874	7·8231	9·7811	11·748	15·6551	17·6131	19·5622	23·487	31·3102	35·2262
90	2·97	3·951	5·94	7·911	9·891	11·88	15·831	17·811	19·782	23·751	31·662	35·622
91	3·003	3·9949	6·006	7·9989	10·0009	12·012	16·0069	18·0089	20·0018	24·0149	32·0138	36·0178
92	3·036	4·0388	6·072	8·0868	10·1108	12·144	16·1828	18·2068	20·2216	24·2788	32·3656	36·4136
93	3·069	4·0827	6·138	8·1747	10·2207	12·276	16·3587	18·4047	20·4414	24·5427	32·7174	36·8094
94	3·102	4·1266	6·204	8·2626	10·3306	12·408	16·5346	18·6026	20·6612	24·8066	33·0692	37·2052
95	3·135	4·1705	6·27	8·3505	10·4405	12·54	16·7105	18·8005	20·881	25·0705	33·421	37·601
96	3·168	4·2144	6·336	8·4384	10·5504	12·672	16·8864	18·9984	21·1008	25·3344	33·7728	37·9968
97	3·201	4·2583	6·402	8·5263	10·6603	12·804	17·0623	19·1963	21·3206	25·5983	34·1246	38·3926
98	3·234	4·3022	6·468	8·6142	10·7702	12·936	17·2382	19·3942	21·5404	25·8622	34·4764	38·7884
99	3·267	4·3461	6·534	8·7021	10·8801	13·068	17·4141	19·5921	21·7602	26·1261	34·8282	39·1842
100	3·30	4·39	6·60	8·79	10·99	13·20	17·59	19·79	21·98	26·39	35·18	39·58

Miscellaneous Appendix.

No. 23—continued.

25. By dredgers, and the cost is borne by the State.

26. The annual cost is unobtainable, being paid by the State. There are three dredgers, two large ones, 177 feet in length, 33½ feet in breadth, drawing 8¾ feet, with a displacement of 29,120 cubic feet. There is also a dredg built at Hull by Messrs. Priestman. The tonnage is not indicated; and the dredged material is deposited two mil west of Cape La Hevè.

27. The French Government (Ponts et Chaussées) officials.

28. The State.

29. They are partially lighted by electricity and gas; and goods are discharged at night, if a special permission is obtained.

30. Two sheer legs have been set up on the quays of the basins Vauban and de l'Eure. They can lift respectively weights of 30 and 70 tons. Five stationary cranes, lifting from 6 to 14 tons, are, moreover, available for public use on payment according to a fixed tariff.

A certain number of shipping and ship-fitting companies also possess some fixed or floating cranes for loading and unloading their ships. These machines have been set up by authority of the Prefect, but they can only be used by the owners themselves.

The Company Générale Transatlantique possess a pontoon sheer legs (ponton-mâture) of 30 tons, which is let to the public for the manipulation of heavy loads.

Weighbridges have been built by the town of Havre on the quay Rotterdam, near the bridge d'Angoulême on the quay Lamandé, near the bridge Vauban; on the quay Colbert; at the southern extremity of the quay de Suède, and lastly on the quay de la Meuse, near the bridge of Saône.

The Chamber of Commerce have laid down a system of hydraulic pipes round the basin Bellot for supplying motive power to several lifting machines, comprising 30 moveable cranes, of which 28 have a capacity of 1¼ tons; and two, a capacity of 3 tons; two lifting machines of 1 ton, and two of 8 cwts., which are used for unloading casks of petroleum.

Seven floating steam cranes, of which one can lift loads of 10 tons, and six, loads of 1¼ tons, are also placed by the Chamber of Commerce at the disposal of the public for the transhipment of goods.

Further, the Chamber of Commerce possesses on the quay Colbert nine moveable electric cranes of 1½ tons lifting power for the unloading of coal.

31. Yes; one raising 70 tons, one pontoon crane, raising 40 tons, the property of the French "Compagnie Générale Transatlantique."

32. There are electric cranes.

33. There are no grain elevators, except in the bonded dock.

34. Yes.

35. The "Magasins du Pont Rouge" offer special facilities for the storage of timber of all kinds; the Dock Entrepôts," the "Bassin à Pétrole," and the firm of Messieurs Demarais frères, established on the Tancarville Canal have special arrangements for the discharge and warehousing of mineral oils. These are private and public companies, but authorised by the Government, and under its supervision; and, with regard to the Petroleum Dock, it is the property of the Government. In the docks there is, likewise, lairage for live stock, with a superficial area of 2,197 square yards; and the pens will receive 126 bullocks, and 2,124 head of sheep. There are cold-air stores in the Bellot dock; but they are at present not in working order. The latter belong to a private company under the authorisation of the French Government.

36. The Chamber of Commerce has built sheds round the basins de la Citadelle, de l'Eure, the western darse of the basin Bellot, and the southern quay of the second darse of the same basin. These buildings number twenty-five, having a total length of 3,064¾ yards, and an area of 111,533 square yards. Their breadth varies from 16¼ yards to 60 yards.

37. The warehouses are private property in the town. Those on the quays are leased by the French Government to private companies.

38. The warehouses are worked entirely by private companies, who employ their own staff. There are no particular statutes.

39. Only for 72 hours, after which it is liable to a graduated tax according to time.

40. Quay dues are payable by ships, and not by merchandise. The schedule of tolls or dues is as follows —

TONNAGE DUES.

(Ministerial Resolution of 22nd March 1895.)

		Per Ton Register
		Francs
Vessels coming from or bound for—		
Oversea		0·40
The International coasting trade and foreign Mediterranean ports		0·30
Any destination with cargo, of which at least nine-tenths (reckoned in French freight tons, which is calculated at the rate of 1·44 metre = 50,814 cubic feet) is composed of grain (wheat, barley, oats, maize, rye), fir-wood, manure, coal, iron ore, ice, tar		0·20
These dues are reduced by—		
40 per cent. for vessels running on regular weekly lines (vessels are considered as regular liners when they belong to lines that have been at least six months in existence)	Oversea	0·24
	International	
	Coasting Trade	0·18
30 per cent. for vessels running on regular monthly lines (vessels are considered as regular liners when they belong to lines that have been at least six months in existence)	Oversea	0·28
	International	
	Coasting Trade	0·21
30 per cent. for vessels of which the total commercial operations, reckoned in French freight tons, are under the two-thirds of their nett register tonnage	Oversea	0·28
	International	
	Coasting Trade	0·21
One-third for vessels lightening only	Oversea	0·133
	International	
	Coasting Trade	0·10
	Special Cargoes	0·067

EXEMPTIONS.

Vessels doing no commercial operations within the port limits.
French coasting vessels (including Algeria)
Tug-boats, even when towing vessels.

SALVAGE DUES.

(Law of 9th April 1895.)

	Per Ton Nett Register.
	Francs.
Vessels coming from, or bound for, any destination (the national coasting trade excepted)	0·05
Vessels bound for, or coming from, a French port in the Mediterranean	0·025

EXEMPTIONS.

French coasting vessels.
essels doing commercial operations outside the port limits.

SOJOURNING TAX.

(Ministerial Resolution of 22nd March 1895.)

A sojourning tax is levied on all vessels coming from, or bound for, foreign countries that have remained in port over two months, and the same is charged at the rate of 0·05*f.* per ton, net register, and per week, or fraction thereof, passed in port after two months.

EXEMPTIONS.

Coasting vessels (Algeria included).

Full Dues levied on Vessels trading to Oversea.

Nett Register Tonnage Vessels.	STATE DUES.		LOCAL DUES.		TOTAL.
	Quay.	Sanitary.	Tonnage.	Salvage.	
Tons.	F.	F.	F.	F.	F.
1	1·	0·15	0·40	0·05	1·60
2	2·	0·30	0·80	0·10	3·20
3	3·	0·45	1·20	0·15	4·80
4	4·	0·60	1·60	0·20	6·40
5	5·	0·75	2·	0·25	8·
6	6·	0·90	2·40	0·30	9·60
7	7·	1·05	2·80	0·35	11·20
8	8·	1·20	3·20	0·40	12·80
9	9·	1·35	3·60	0·45	14·40
10	10·	1·50	4·	0·50	16·
11	11·	1·65	4·40	0·55	17·60
12	12·	1·80	4·80	0·60	19·20
13	13·	1·95	5·20	0·65	20·80
14	14·	2·10	5·60	0·70	22·40
15	15·	2·25	6·	0·75	24·
16	16·	2·40	6·40	0·80	25·60
17	17·	2·55	6·80	0·85	27·20
18	18·	2·70	7·20	0·90	28·80
19	19·	2·85	7·60	0·95	30·40
20	20·	3·	8·	1·	32·
21	21·	3·15	8·40	1·05	33·60
22	22·	3·30	8·80	1·10	35·20
23	23·	3·45	9·20	1·15	36·80
24	24·	3·60	9·60	1·20	38·40
25	25·	3·75	10·	1·25	40·
26	26·	3·90	10·40	1·30	41·60
27	27·	4·05	10·80	1·35	43·20
28	28·	4·20	11·20	1·40	44·80
29	29·	4·35	11·60	1·45	46·40
30	30·	4·50	12·	1·50	48·
31	31·	4·65	12·40	1·55	49·60
32	32·	4·80	12·80	1·60	51·20
33	33·	4·95	13·20	1·65	52·80
34	34·	5·10	13·60	1·70	54·40
35	35·	5·25	14·	1·75	56·
36	36·	5·40	14·40	1·80	57·60
37	37·	5·55	14·80	1·85	59·20
38	38·	5·70	15·20	1·90	60·80
39	39·	5·85	15·60	1·95	62·40
40	40·	6·	16·	2·	64·
41	41·	6·15	16·40	2·05	65·60
42	42·	6·30	16·80	2·10	67·20
43	43·	6·45	17·20	2·15	68·80
44	44·	6·60	17·60	2·20	70·40
45	45·	6·75	18·	2·25	72·
46	46·	6·90	18·40	2·30	73·60
47	47·	7·05	18·80	2·35	75·20
48	48·	7·20	19·20	2·40	76·80
49	49·	7·35	19·60	2·45	78·40

Miscellaneous Appendix.

No. 23—continued.

Full Dues levied on Vessels trading to Oversea—*continued.*

Nett Register Tonnage of Vessels.	State Dues.		Local Dues.		Total.
	Quay.	Sanitary.	Tonnage.	Salvage.	
Tons.	F.	F.	F.	F.	F.
50	50·	7·50	20·	2·50	80·
51	51·	7·65	20·40	2·55	81·60
52	52·	7·80	20·80	2·60	83·20
53	53·	7·95	21·20	2·65	84·80
54	54·	8·10	21·60	2·70	86·40
55	55·	8·25	22·	2·75	88·
56	56·	8·40	22·40	2·80	89·60
57	57·	8·55	22·80	2·85	91·20
58	58·	8·70	23·20	2·90	92·80
59	59·	8·85	23·60	2·95	94·40
60	60·	9·	24·	3·	96·
61	61·	9·15	24·40	3·05	97·60
62	62·	9·30	24·80	3·10	99·20
63	63·	9·45	25·20	3·15	100·80
64	64·	9·60	25·60	3·20	102·40
65	65·	9·75	26·	3·25	104·
66	66·	9·90	26·40	3·30	105·60
67	67·	10·05	26·80	3·35	107·20
68	68·	10·20	27·20	3·40	108·80
69	69·	10·35	27·60	3·45	110·40
70	70·	10·50	28·	3·50	112·
71	71·	10·65	28·40	3·55	113·60
72	72·	10·80	28·80	3·60	115·20
73	73·	10·95	29·20	3·65	116·80
74	74·	11·10	29·60	3·70	118·40
75	75·	11·25	30·	3·75	120·
76	76·	11·40	30·40	3·80	121·60
77	77·	11·55	30·80	3·85	123·20
78	78·	11·70	31·20	3·90	124·80
79	79·	11·85	31·60	3·95	126·40
80	80·	12·	32·	4·	128·
81	81·	12·15	32·40	4·05	129·60
82	82·	12·30	32·80	4·10	131·20
83	83·	12·45	33·20	4·15	132·80
84	84·	12·60	33·60	4·20	134·40
85	85·	12·75	34·	4·25	136·
86	86·	12·90	34·40	4·30	137·60
87	87·	13·05	34·80	4·35	139·20
88	88·	13·20	35·20	4·40	140·80
89	89·	13·35	35·60	4·45	142·40
90	90·	13·50	36·	4·50	144·
91	91·	13·65	36·40	4·55	145·60
92	92·	13·80	36·80	4·60	147·20
93	93·	13·95	37·20	4·65	148·80
94	94·	14·10	37·60	4·70	150·40
95	95·	14·25	38·	4·75	152·
96	96·	14·40	38·40	4·80	153·60
97	97·	14·55	38·80	4·85	155·20
98	98·	14·70	39·20	4·90	156·80
99	99·	14·85	39·60	4·95	158·40
100	100·	15·	40·	5·	160·

Full Dues evied on Vessels trading to Ports within the limits of the International Coasting Trade.

Nett Register Tonnage of Vessels.	State Dues.		Local Dues.		Total.
	Quay.	Sanitary.	Tonnage.	Salvage.	
Tons.	F.	F.	F.	F.	F.
1	0·50	0·10	0·30	0·05	0·95
2	1·	0·20	0·60	0·10	1·90
3	1·50	0·30	0·90	0·15	2·85
4	2·	0·40	1·20	0·20	3·80
5	2·50	0·50	1·50	0·25	4·75
6	3·	0·60	1·80	0·30	5·70
7	3·50	0·70	2·10	0·35	6·65
8	4·	0·80	2·40	0·40	7·60
9	4·50	0·90	2·70	0·45	8·55
10	5·	1·	3·	0·50	9·50
11	5·50	1·10	3·30	0·55	10·45
12	6·	1·20	3·60	0·60	11·40
13	6·50	1·30	3·90	0·65	12·35
14	7·	1·40	4·20	0·70	13·30
15	7·50	1·50	4·50	0·75	14·25
16	8·	1·60	4·80	0·80	15·20
	8·50	1·70	5·10	0·85	16·15

Full Dues levied on Vessels trading to Ports within the limits of the International Coasting Trade—*continued.*

Nett Register Tonnage of Vessels.	State Dues.		Local Dues.		Total.
	Quay.	Sanitary.	Tonnage.	Salvage.	
Tons.	F.	F.	F.	F.	F
18	9·	1·80	5·40	0·90	17·10
19	9·50	1·90	5·70	0·95	18·05
20	10·	2·	6·	1·	19·
21	10·50	2·10	6·30	1·05	19·95
22	11·	2·20	6·60	1·10	20·90
23	11·50	2·30	6·90	1·15	21·85
24	12·	2·40	7·20	1·20	22·80
25	12·50	2·50	7·50	1·25	23·75
26	13·	2·60	7·80	1·30	24·70
27	13·50	2·70	8·10	1·35	25·65
28	14·	2·80	8·40	1·40	26·60
29	14·50	2·90	8·70	1·45	27·55
30	15·	3·	9·	1·50	28·50
31	15·50	3·10	9·30	1·55	29·45
32	16·	3·20	9·60	1·60	30·40
33	16·50	3·30	9·90	1·65	31·35
34	17·	3·40	10·20	1·70	32·30
35	17·50	3·50	10·50	1·75	33·25
36	18·	3·60	10·80	1·80	34·20
37	18·50	3·70	11·10	1·85	35·15
38	19·	3·80	11·40	1·90	36·10
39	19·50	3·90	11·70	1·95	37·05
40	20·	4·	12·	2·	38·
41	20·50	4·10	12·30	2·05	38·95
42	21·	4·20	12·60	2·10	39·90
43	21·50	4·30	12·90	2·15	40·85
44	22·	4·40	13·20	2·20	41·80
45	22·50	4·50	13·50	2·25	42·75
46	23·	4·60	13·80	2·30	43·70
47	23·50	4·70	14·10	2·35	44·65
48	24·	4·80	14·40	2·40	45·60
49	24·50	4·90	14·70	2·45	46·55
50	25·	5·	15·	2·50	47·50
51	25·50	5·10	15·30	2·55	48·45
52	26·	5·20	15·60	2·60	49·40
53	26·50	5·30	15·90	2·65	50·35
54	27·	5·40	16·20	2·70	51·30
55	27·50	5·50	16·50	2·75	52·25
56	28·	5·60	16·80	2·80	53·20
57	28·50	5·70	17·10	2·85	54·15
58	29·	5·80	17·40	2·90	55·10
59	29·50	5·90	17·70	2·95	56·05
60	30·	6·	18·	3·	57·
61	30·50	6·10	18·30	3·05	57·95
62	31·	6·20	18·60	3·10	58·90
63	31·50	6·30	18·90	3·15	59·85
64	32·	6·40	19·20	3·20	60·80
65	32·50	6·50	19·50	3·25	61·75
66	33·	6·60	19·80	3·30	62·70
67	33·50	6·70	20·10	3·35	63·65
68	34·	6·80	20·40	3·40	64·60
69	34·50	6·90	20·70	3·45	65·55
70	35·	7·	21·	3·50	66·50
71	35·50	7·10	21·30	3·55	67·45
72	36·	7·20	21·60	3·60	68·40
73	36·50	7·30	21·90	3·65	69·35
74	37·	7·40	22·20	3·70	70·30
75	37·50	7·50	22·50	3·75	71·25
76	38·	7·60	22·80	3·80	72·20
77	38·50	7·70	23·10	3·85	73·15
78	39·	7·80	23·40	3·90	74·10
79	39·50	7·90	23·70	3·95	75·05
80	40·	8·	24·	4·	76·
81	40·50	8·10	24·30	4·05	76·95
82	41·	8·20	24·60	4·10	77·90
83	41·50	8·30	24·90	4·15	78·85
84	42·	8·40	25·20	4·20	79·80
85	42·50	8·50	25·50	4·25	80·75
86	43·	8·60	25·80	4·30	81·70
87	43·50	8·70	26·10	4·35	82·65
88	44·	8·80	26·40	4·40	83·60
89	44·50	8·90	26·70	4·45	84·55
90	45·	9·	27·	4·50	85·50
91	45·50	9·10	27·30	4·55	86·45
92	46·	9·20	27·60	4·60	87·40
93	46·50	9·30	27·90	4·65	88·35
94	47·	9·40	28·20	4·70	89·30
95	47·50	9·50	28·50	4·75	90·25
96	48·	9·60	28·80	4·80	91·20
97	48·50	9·70	29·10	4·85	92·15
98	49·	9·80	29·40	4·90	93·10
99	49·50	9·90	29·70	4·95	94·05
100	50·	10·	30·	5·	95·

Miscellaneous Appendix.

No. 23—continued.

41. The tonnage of ships is calculated by French measurement, and goods likewise.

42. Nil

43. No.

44. The general regulations to shipping apply to this craft; but there are no dues

45. No.

46. No exceptional privileges are enjoyed.

47. No.

48. This is according to agreement.

49. This is not obtainable. A perusal of the annual Consular Trade Reports will convey some information under this heading.

50. This depends on the nature of the cargo. A steamer laden with 20,000 bales of cotton has been discharged in four days.

51 From 9 a.m. to 6 p.m.; and these hours do not interfere with the hours of labour.

52. Yes; and improvements are contemplated.

53. There s no published work in regard to the above, as the greater portion of the items figure in the Budget of the State.

24. Replies of H.M. Consul at Rotterdam.

(The numbers of the Answers correspond to those in the List of Questions. See Appendix 17.)

1. Eighteen miles.

2. Through the new waterway at the Hook of Holland, the approach to which is between two piers jutting out into the sea each to a distance of about 1¼ mile.

The new waterway joins the river Maas between Maassluis and Vlaardingen, whence the depth of water to Rotterdam is about 29½ feet.

3. Rise of tide at springs, 4 to 5 feet.

„ „ neaps, 3 to 4 feet.

4. The Docks are not provided with locks, being accessible direct from the river.

5. There are no locks, the docks being accessible direct from the river.

6. The principal Docks are :—

	Length.	Breadth.	Depth.
The Binnenhaven - -	3,300 ft.	240 ft.	22 to 23 ft.
The Entrepothaven - -	600 ft.	180 ft.	22 ft.
The Spoorweghaven - -	3,300 ft.	345 ft.	22 to 23 ft.
The Rijnhaven - - -	2,640 ft.	1,035 ft.	22 to 24 ft.
The Katendrechtschehaven	570 ft.	435 ft.	23 to 24 ft.

Additional accommodation for shipping is afforded by 62 buoys stationed in the river. The docks are the property of the town and were formed on land obtained by expropriation.

7. The Docks are situated on the left bank of the river Maas, and their water area covers about 152 acres with quays six miles long, whilst on the right bank the water area of the canals amounts to about 131 acres with quays extending to nearly nine miles.

8. Not ascertainable.

9. There are three graving docks situated along the river below the Docks.

10. These are of iron, one measuring 360 feet in length, and the other two respectively 295 and 158 feet.

The latter can be coupled to afford accommodation to a vessel of about 500 feet long with a maximum weight of 6,000 tons.

11. They belong to the town.

12. The charge per day is : 1¾*d.* per ton for the first five days and subsequently about 1½*d.* per ton.

13. There are no repairing shops adjoining the graving docks, but there is a shipbuilding yard in the vicinity and many others are situated in and about Rotterdam.

14. The Port authority is vested in the municipality, who have control over all the docks and quays.

15. The State Railway has a terminus near the Spoorweghaven Dock, but the Hollandsche Spoorweg Company a private enterprise, has running powers over the same line.

16. See Answer 15.

17. None.

18. The Municipal authorities as owners accept all suitable offers for the purchase of territory adjoining the Docks and in the erection of buildings ; the purchasers are subject to the rules and regulations passed in connection therewith by the Municipal Council.

19. See Answer 14.

20. The staff specially appointed for the supervision of the Docks consists of :—
One manager and four clerks.
One chief inspector.
One inspector for the electric department.
One inspector for the whole area of docks.
One chief engineer.
One „ „ hydraulic department.
One porter.

21. The labour for loading and unloading is provided by ship-broking and other firms connected with the particular trade involved.

22. —

23. —

24. (*a.*) The local pilotage is regulated by the Municipal Authorities under the management of a commissioner, and is not compulsory.

(*b.*) Rates of pilotage are :

1st. From the fairway to a berthing place, or from one berth to another, 5*s.* For ships of upwards of 1000 tons, 6*s.* 8*d.*

2nd For a departing vessel, from her berth to the stream, and not exceeding the municipal limits, 4*s.* 2*d.*

3rd. For mooring to buoys or to the quay on account of darkness or awaiting the tide, previous to reaching the appointed berth, 1*s.* 3*d.*

4th. For awaiting an expeteed vessel, for 12 hours or less 1*s.* 8*d.*

5th. The rates are increased for night service by 2*s* 6*d.* if for longer than half the night and by 1*s.* 3*d.* for half the night or less.

(*c.*) The Government.
Dredging in the harbour is done by Municipality.

Miscellaneous Appendix.

No. 24—continued.

25. Paid by Government. No special charge is levied on navigation.

26. The dredged material is deposited in the open sea, two miles from the coast, unless used to strengthen the "dyks" or banks.

27. The Government.

28. —.

29. The docks are lighted by gas and electricity, and goods may be discharged at night.

30. On the right bank of the river are two moveable steam cranes, each lifting 1½ tons, five moveable steam cranes of 2 tons, and one hand crane of 20 tons, all the property of the Railway Company, whilst on the same side the town possesses only two fixed machines, one a hand crane of 10 and the other a steam crane of 25 tons.

On the left bank and situated along the docks and quays are a number of fixed and moveable steam and hydraulic cranes, lifting from 1½ to 60 tons, electric cranes, jiggers, capstans, &c. Herewith particulars:

21	moveable steam cranes lifting	1½ tons.
2	„ „ „	2½ „
1 fixed	„ „ „	30 „
8 moveable	hydraulic „ „	1½ „
4 „	„ „ „	2½ „
1 fixed	„ „ „	30 „
4 moveable	„ jiggers „	from ½ to 1 „
3 fixed	„ capstans „	1½ „
12 moveable	electric cranes „	1½ „
9 „	„ „ „	2½ „
4 fixed	„ capstans „	„
2 „	„ cranes „	30 „
1 steam crane (fixed)	„	60 „
	Property of the State Railway :—	
1 steam crane	lifting	30 „
1 hand crane	„	4 „
8 moveable steam cranes	„	1½ „
2 „	„ „ „	3 „

31. One floating steam sheer legs, lifting 20 tons.

32. There are two hydraulic and one electric coal tips with a lifting capacity of 22, 25 and 28 tons respectively; moreover the State Railway possess 1 coal tip, capable of tipping 20 tons.

33. A private company has a four-storey building alongside of the Rynhaven, used principally for storing grain; for which purpose, and likewise for the loading and unloading, a moveable iron elevator is used.

By this means the receiving and delivery, and also the discharging and loading respectively of two vessels, and the weighing of grain can simultaneously be performed. The charges are:—

For storing, 61 cents, or about 1 shilling per ton.
„ delivery, „ „ „ „
„ rent and insurance, 30 cents, or about 6d. per ton per month.

34. By the electric cranes.

35. The timber arriving at this Port is, as a rule, immediately taken delivery of by the consignees and is not stored in the Docks. Where arrivals are not dealt with in this way, they can be stored in sheds by the so-called "Veems" (associations for the transport and warehousing of goods), who are the principal owners of the warehouses and sheds along the Docks. Mineral oils are stored in the cellars of these warehouses. There is no lairage for live-stock, nor any cold air stores on the premises.

36. There are eight warehouses with an area of 224,989 square feet, three of which have each four storeys, and the remaining five, two storeys. The sheds cover an area of 834,059 square feet.

37. On each side of the river there is a bonded warehouse under the management of the Town Authorities, and there are also several buildings owned by private persons, but under the supervision of the Customs, where goods paying heavy duties, such as wines and spirits, are stored.

In addition to these, many warehouses are found in the old town, whilst the Docks on the left bank of the river are surrounded by sheds and stores owned by the town, which can wholly or partially be rented at the rate of 5s. per 119 square yards for the first three days or less, and of 1s. 8d. for each subsequent day or fraction thereof. There are, moreover, several buildings, erected by private companies, where the storing and manipulation of all classes of goods, except those subject to duty, are effected and where all the most modern appliances for these purposes are in use.

38. See answer 37.

39. No.

40. A charge taken on the gross tonnage is made on all sea going vessels using the docks, moorings, or other works established by the Town.

The tariff is, for steamers:—

Measuring 230 tons, or less	about $1\frac{7}{10}d.$ per ton.
„ more than 230 tons, and less than 350 tons	„ 2d. „
„ more than 350 tons	„ $2\frac{1}{10}d.$ „

For sailing vessels:—

Measuring from 200 tons, and ranging to 530 tons, from 1d. to 3d. per ton.

Regular lines of steamers desiring a permanent and fixed berth along the quays pay an additional charge per annum of 2l. 1s. 8d. per metre in length, other vessels, 8s. 4d., and market boats, 5s.

Paid by shipowners.

41. The tonnage of ships is returned in cubic metres, and the equivalent of 2·83 cubic metres is 1 Register Ton.

42. ——.

43. Parts of the quays are also employed for the temporary storage of goods landed from vessels, or about to be shipped, such goods being exempt from payment of any dues if removed within two days. In the contrary event a charge is made of 6d. per thirty square yards for the first three days, and of 2d. for each subsequent day or fraction thereof.

44. No.

45. ——

46. No.

47. Men of war and yachts.

48.

River to or from (Ice excluded).	700–1,000 Tons Gross Tonnage.		1,000–2,000 Tons Gross Tonnage.		2,000–3,000 Tons Gross Tonnage.		3,000–4,000 Tons Gross Tonnoge.		4,000–5,000 Tons Gross Tonnage.		5,000–6,000 Tons Gross Tonnage.	
	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ . d.
Spoorweghaven -												
Binnenhaven - -												
Maasstation - -	- 18 4	1 10 -	1 - -	1 11 8	1 1 8	1 13 4	1 10 -	3 - -	1 10 -	3 - -	1 10	3 -
Delftshaven - -												
Rynhaven - -												
Westerhaven - -	- 15 -	1 6 8	- 16 8	1 8 4	- 18 4	1 16 8	1 8 4	2 16 8	1 8 4	2 16 8	1 8 4	2 16 8
Katendrechtsch Haven.												
Koningshaven - -	- 13 4	1 5 -	- 15 -	1 6 8	- 15 -	1 8 4	1 3 4	2 6 8	1 3 4	2 6 8	1 3 4	2 6 8
Buoys- - - -	- 11 8	1 1 8	- 11 8	1 3 4	- 13 4	—	- 15 -	—	- 15 -	—	- 15 -	—
Dry dock - - -	—	—	—	—	- 13 4	1 16 8	- 18 4	1 16 8	- 18 4	1 16 8	1 10 -	3 - -

49. Number of vessels that entered the new waterway for Rotterdam.

	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899
Draught up to 22 feet	4,387	4,310	4,127	4,447	4,904	4,885	5,533	5,810	5,932	6,375
Above 22 „ 23 „	70	83	116	135	194	219	243	240	246	305
„ 23 „ 24 „	23	27	23	47	65	69	84	115	131	138
„ 24 „ 25 „	2	5	3	6	26	24	33	33	41	45
„ 25 „ 26 „	–	–	–	–	–	2	9	10	19	22
„ 26 „ 27 „	–	–	–	–	–	–	2	4	3	5
„ 27 - - -	–	–	–	–	–	–	–	–	1	–
Total - -	4,482	4,425	4,269	4,635	5,189	5,199	5,904	6,212	6,373	6,890
Measuring gross -	4,274,854 Tons.	4,417,948 Tons.	4,657,630 Tons.	5,324,888 Tons.	6,357,771 Tons.	6,489,494 Tons.	7,715,395 Tons.	8,434,032 Tons.	8,977,491 Tons.	9,785,176 Tons.

The particulars, as asked for, are not obtainable.
Entries for 1900; 7,268 vessels, measuring 10,277,464 tons.

50. These particulars are unobtainable.

51. From 16th November till 15th February 8 a.m. to 5 p.m.
„ 16th February „ 15th May 7 a.m. to 7 p.m.
„ 16th May „ 15th August 6 a.m. to 8 p.m.
„ 16th August „ 15th November 7 a.m. to 7 p.m.

A special permit can be obtained for working overtime.

52. The "Maashaven" is in course of construction and when completed will have an area of about 93 acres with a depth of 28 feet.

53. —

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